

Employees MAGAZINE

THE UNION PACIFIC COAL COMPANY

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NOVEMBER ★ 1940

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EMPLOYEES' MAGAZINE

THE UNION PACIFIC COAL COMPANY



VOLUME 17

NOVEMBER, 1940

NUMBER 11

New York City

The gateway to America was founded by the Dutch in 1625, and in 1664, when the Province of New Netherland was taken over by the English, New Amsterdam became New York. Herein is a brief resume of the city's romantic and inspiring history over a period of more than three hundred years.

WE HAVE written of London and Paris, the first the largest city in the world, the second the most lovely, unless it is our own Washington that has learned to "do up her hair" in the last quarter century, growing more beautiful as the years pass. Here we will tell of New York, the largest and most important city in the New World, a city with a history and a fair measure of romance.

New York City is composed of five boroughs with an area of 308.95 square miles, its greatest width east and west, 24 miles, its greatest length 35 miles. As to population it contained less than 200 souls in 1626, but 1000 in 1656, and but 14,000 in 1760. The city began to grow in 1783, and in 1871 it had reached the million population mark, the total population in 1930, 6,930,446. Doubtless the 1940 census will show a further increase sufficient to bring the total present day population close to 8,000,000. In 1927, the Jewish population was 1,903,890 and growing rapidly. There are nearly a half million negroes in the city, largely centered in the Harlem District, between 116th and 150th Streets, bounded on the east by Fifth Avenue and on the west by St. Nicholas Avenue.

New York as a city occupies a position in the nation of unchallenged national pre-eminence situated on a splendid harbor, the Hudson River located west of Manhattan Island and the East River on the opposite side, each capable of sheltering the commerce of the world. The city occupies natural advantages unsurpassed. From the beginning New York City has made marked contribution to the up-building of the nation, the most notable element that of receiving more than ten million immigrants from the Old World, the major number of which passed through her gates to their prospective homes in the middle and western settlements and territories, now rich and prosperous states.

The best blood of the Old World streamed through New Amsterdam (later to become New York), build-

ing up the brain and sinews of America. This current, at first a tiny rivulet, grew into river-like proportions after the conclusion of the war of 1812 with England, reaching flood tide in 1840, and continuing with a volume scarcely unabated until the outbreak of the World War in 1914. Up to the close of the 18th century these newcomers were predominantly from the Northern European countries, Great Britain, Germany, Norway, Sweden and Denmark, with only a light sprinkling of Southern Europeans and Russians. These peoples and their descendants, far outnumbering and more prolific than the original Colonists and their descendants, became the dominant element in numbers in the nation's population, making a glorious contribution to the work of translating the virgin forests and prairies located west of New York City and extending to the Pacific coast, into a galaxy of commonwealths that now constitute the backbone of the nation. It was later that our great influx of Central, Southern and Eastern Europeans, together with the great influx of Russian Jews came, the last mentioned seemingly unfitted for pioneering, gathering in thousands and hundreds of thousands in New York City, and the larger cities that the earlier pioneers created in the Middle Region and the west.

Perhaps it is not improper to say that the original settlers that passed through New York City as well as Boston and Philadelphia were, expressed in intelligence, bodily vigor, and ambition, the cream of the older countries from which they came. They brought with them an abiding belief in God, a respect for law and order, and a compelling desire to find room in which to raise their children, to educate them and to secure for them that opportunity which the crowded condition of the Old World denied. Certain of the nationalities that failed to spread out into the nation have through force of racial characteristics and conditions beyond their control, built up within the city districts of their own,

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where old world customs and a relatively low standard of living leave them a people apart.

The crowded and impoverished Jewish Ghetto in New York, with its long suffering, poorly paid gar-



*The purchase of Manhattan Island
from the Indians.*

ment workers, has been a national problem for years; this element is now being expanded by the hordes of refugees recently driven out of the conquered countries of Europe by Hitler. Tragically, the Jew is ethnologically and religiously not susceptible of blending with the other European races. We have spoken of the Negro concentration in the Harlem District. In 1930, there were 328,000 negroes massed in this area, as many as 3,871 living in a single block. In 1937, one-half of these people were on relief. This concentration is of recent date with its beginning going back less than forty years, and increasing enormously during the World War, when thousands of colored people forsook the south to come north in search of higher wages.

Let us begin our journey through New York by describing The Battery, a small park of twenty acres resting on the south end of Manhattan Island. When the Dutch purchased the Island from the Indians in 1626 for goods worth in today's market about \$24.00, the Island did not extend quite as far south as it does today. Where the Custom House now stands, once stood Fort Amsterdam on a rocky ledge, then the southernmost tip of Manhattan Island. This land's end was called by the Dutch *Schreyer's Hook*, after the *Schreyer's Toren* in Amsterdam, the Hook affording a place upon which to stand where they, as "*Schreyers*" (weepers), could watch vessels departing for the Old World and their old home. Will Irwin, who has written so lovely of New York, reminded his readers that a modern crop of "Weepers" stood day after day in 1918 on the Battery sea-wall, "watching the transports with their harlequin camouflage vanish into the mists of distance and tragic uncertainty." Much of the present day Battery Park is made land.

It was through The Battery gateway that there landed perhaps 8,000,000 European immigrants,

nearly all steerage passengers, who came to make history in this, to them, a New World. After the original settlement of the Colonies these people made the greatest contribution toward building up these United States. The fort-shaped building now housing the Aquarium was erected in 1807. It was translated into Castle Garden Opera House in 1833 and it was here that America's great showman, P. T. Barnum, brought Jenny Lind, "The Swedish Nightingale," on September 11, 1850, her contract with Barnum calling for two hundred concerts at \$1000 each plus expenses. Lind came back again in 1851 and 1852, her singing marking the then high point in American Opera. In 1855, the Garden was fitted up as an immigrant receiving station through which the millions passed, among which in 1874, was the Servian peasant boy Michael Pupin, alone and friendless, speaking an alien tongue, to later become one of America's greatest physicists. Two great soldiers made their entrance into America through Castle Garden. General Lafayette, who, after assisting General Washington in the Revolutionary War, made a return visit in 1824, then when sixty-seven years of age. The second great soldier, also a Frenchman, was General Joffre of World War fame, who came to America in 1917. Castle Garden holds many memories, triumphantly momentous and poignantly sad. It is a great place for those who love America to spend an hour—and to think.

From The Battery a boat leaves on hourly schedules for Bedloe Island, on which stands Bartholdi's great Statue of Liberty Enlightening the World, presented to the people of the United States by the people of France, and which was unveiled by President Grover Cleveland on October 28, 1886. This marvelous monument with the torch of Liberty held aloft, greets every person arriving in New York by sea. North of The Battery is a little oval shaped park called Bowling Green. It was there that Peter Minuit, Director General of the West India Trading Company of Holland, who brought over with him two small ship loads of colonizers, made the trade with the Indians before referred to for the purchase of Manhattan Island. From 1610, Dutch trading vessels had been visiting the Island, and in 1613 one of those ships burned, necessitating the building of a new one for the return voyage. During the reconstruction period the ship's captain Adriaen Block erected four huts for shelter which later became the first settlement of white men on the Island, the foundation of a trading post which was the fifth white settlement on the Continent. It will be recalled that St. Augustine (Florida) was settled by the Spanish in 1565; Jamestown (Virginia) by the English in 1607; Santa Fe (New Mexico) by the Spanish in 1609; and Plymouth (Massachusetts) by the English in 1620. Number 41 Broadway marks the spot where Adriaen Block's huts once stood.

Before leaving The Battery, mention must be

made of the coming of Henry Hudson, an English navigator in the employ of the Dutch East India Company, who was then making his third attempt to find that Northwest Passage that the maritime world had sought for years—a short cut to India. It was with this coming of Henry Hudson in 1609, that New York history had its real beginning. Sailing northward along the coast, “to seek a new route to the Indies by way of the north,” and finding his way around Nova Zembla blocked by ice, he sailed westward until encountering trouble near Penobscot Bay, he landed to cut and fit a new mast for his ship the *Half Moon*. There he decided to sail south to search for an opening to the Western or South sea, which from maps furnished him by Captain John Smith, one of the founders of Jamestown, he hoped to find somewhere to the north of Virginia. The story of Hudson’s entrance to what is now New York harbor has been admirably told by I. N. Phelps Stokes, in his “New York, Past and Present,” published in 1939.

“We know from the log of Robert Juet, navigator of the *Half Moon*, that Hudson, being forced by the shoals off Cape Cod to keep to the open sea until he sighted land near Chesapeake Bay, which he recognized from his maps, then turned his bows northward and ‘sailed along the shore until they reached 40° 45’, where they found a good entrance between two headlands.’ On September 3rd the *Half Moon* anchored inside Sandy Hook and remained there eight days, exploring in the neighborhood and being visited by natives—men and women, ‘some in Mantles of Feathers, and some in Skinnies of diuers sorts of good fures.’ On the 11th Hudson ‘weighed and went in to the Riuer (the Narrows),’ and later anchored in the landlocked harbor (the Upper Bay) which Verrazzano had visited eighty-five years before, adding, however, to Verrazzano’s discovery that of the great river which still proudly bears his name. On the 12th they weighed and ‘turned

into the Riuer two leagues and Anchored.’ This should have brought them to a point near the actual mouth of the Hudson, off The Battery, where ‘there came eight and twentie Canoes full of men, women and children’ (probably from

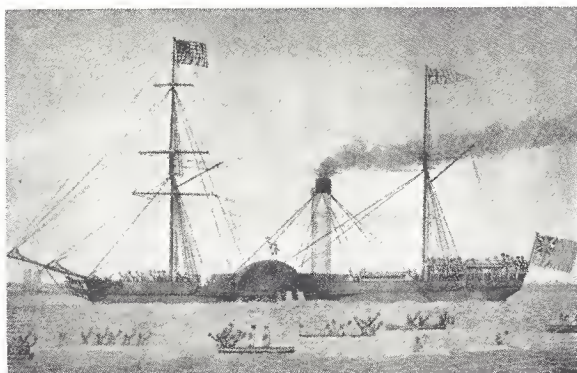


Group of midtown skyscrapers. North River and New Jersey shore in background.

Manhattan Island). On the morning of the 13th they weighed anchor again and turned four miles into the river, and in the afternoon ran up two and a half leagues farther and anchored all night. This would correspond to a point near Inwood and the Harlem. Having sailed up to the ‘end of the Riuer Nauigablenesse’ (near Albany), and having sent a small boat farther up to explore (to a point near the confluence of the Mohawk), Hudson was obliged to relinquish his cherished hope and to return with the sad conviction that the thoroughfare which he had hoped to find did not exist, at least in these parts.

“It is interesting to reflect that at the very moment of Hudson’s visit to New York Bay and its great river, Samuel Champlain was only a hundred miles or so to the north, and John Smith not much farther to the south—at Jamestown.”

When Hudson returned to Dartmouth, England, his ship the *Half Moon* was seized and detained by the English government. In April following, Hudson again sailed, this time from London with the ship *Discovery*, of 55 tons burden. On this voyage he kept to the north, eventually entering into what is now called Hudson’s Strait, which is about 450 miles long with an average width of 100 miles, and from thence into a great inland sea, 1,300 miles long, north to south, and nearly 600 miles wide, east and west. Hudson spent nearly three months exploring the eastern shore of the immense bay, thereafter going into winter quarters. In the spring his crew mutinied, leaving Hudson and eight others on the barren coast of the bay that now bears his name.



The British steamer Sirius. The first steam packet to arrive in America under the power of steam alone. Reached New York April 22, 1838, after a voyage of 18½ days.

The mutineers sailed the *Discovery* back to England and after formal trial they were acquitted. *There were no witnesses for the prosecution.* History does not even record this brave navigator's age, and his death like that of a later explorer, St. John Franklin, remains a mystery. Few of the millions that today lisp Hudson's name and who cross on the Hudson river ferries annually, ever give him a thought. He has been spoken of as the "Magnificent Failure." Was he that?

Much progress was made in New Amsterdam by the thrifty, law abiding, trading Dutch. In 1626, two men, Bastiaen Jansz Krol and Jan Huych, were appointed "comforters of the sick, who while awaiting a clergyman, read to the commonalty there, on Sundays texts of Scripture and the commentaries." Krol was the first person to obtain authority to baptize and marry in New Netherland, this in November, 1624. At that time Francois Molemaecker, the millwright, "was busy building a horse-mill, over which will be constructed a spacious room sufficient to accommodate a large congregation and then a tower is to be erected where the bells brought from Porto Rico will be hung." In 1633, building was going forward rapidly and in that year, a guard house and barracks were built in the fort; a new church at what is now No. 39 Pearl Street; a new bakery; a house for the midwife; a goat house; a large shed for building ships; a house, barn, boat house and brewery. In 1653 the first prison and the first poorhouse were erected, and the city was given a status independent of the colony. The first meeting of the burgomasters and "schepens" (councilmen) was held on February 24, 1653. At this meeting a plan for the defense of the city was made and the north end of the city was later protected by the erection of a line of palisades which eventually developed into a wall with six bastions, located along the present site of Wall Street from river to river, with a Land Gate at Broadway and a Water Gate at the Strand (present Pearl Street).

Other "firsts", perhaps deserving of mention under the Dutch regime, was the advent of the first Jews in 1654 and who were permitted to establish a Jewish cemetery outside the then city in 1656, the first Lutheran clergyman came on February 2, 1657, and in 1659-60, the first hospital was erected on Bridge Street. In 1660 the first post office in New

Netherland was opened in New Amsterdam, and a census of the city was taken, and a directory in manuscript (now in the New York Public Library) was compiled. In September, 1661, and we again quote from Stokes' splendid work:

"The Easter-side of ye towne is from ye North-Eastgate vnto ye point whereon ye Gouvernors new house stands (present Whitehall and State Sts.). . . . Between ye gate and point ye ground falls a little out and in, on this side of ye towne gate there is a gutte (the canal, present Broad St.), whereby at high water boats goe into ye towne, also on this side stands ye Stathouse (City Hall), before wch is built a half moon of stone, where are mounted 3. smal brass guns. . . . The Souther-side or roundhead of ye towne (around Fort Amsterdam) is bounded wth ye arm of ye Sea. . . . Nearest ye Westerside of this head is a plot of ground a little higher yn ye other ground: on wch stands a Windmill; and a Fort four square, 100 yards on each side, at each corner flanked out 26. yards. . . . In this Fort is ye Church, ye Gouvernors house, and houses for soldiers, ammunition, etc. . . . Wthin ye towne, in ye mid-way between the N.W. corner and N.E. gate ye ground hath a smal descent on each side much alike, and so continues through ye town vnto ye arme of ye water on the Easter-side of ye Towne; by ye help of this descent they haue made a gut (the canal, present Broad St. to beyond Exchange Pl.) almost through ye towne, keyed it on both sides wth timber and boards as far in as ye 3. small bridges; and near ye coming into ye gut they haue built two firme timber bridges wth railes on each side; at low water ye gut is dry; at high water boats come into it, passg under ye 2 bridges, and go as far as ye 3. small bridges. . . . The towne lyeth about 40 deg. lat. hath good air, and is healthy, inhabited wth severall sorts of Trades-men and merchants and mariners, whereby it has much trade of beauer—otter, musk—and other skins from ye indians and from ye other towns in ye Riuer and Contry inhabitants thereabouts."

In 1663, the spirit of intolerance which has ever marked too much power by the particular brand of church receiving same, crept into the peaceful Dutch settlement finding expression in the form of an ordinance prohibiting the public exercise of any other religion than "The Reformed (Dutch) worship and service." The first earthquake of record appeared on February 5, 1663. In 1664, there appeared the first premonition of the end of Dutch control on the mainland, when the burgomasters recommended the fortification of the city against threatened attack by the English. England then controlled the entire Atlantic coastline from the frozen north to the Spanish settlements in Florida, and deeming the Dutch in New Netherland usurpers, decided to eliminate the gap in their otherwise continuous colonial



The English demand the surrender of New Amsterdam, 1664.

coastline, so in March, 1664, King Charles II of England, granted to his brother James, Duke of York, the entire territory between the Connecticut and Delaware rivers, as well as Pemaquid and the territory between the Kennebec and the St. Croix rivers in Maine. In August, 1664, an English squadron under Colonel Richard Nicolls, anchored below the narrows, between New Utrecht and Coney Island. Two days later Nicolls demanded the surrender of New Amsterdam. Pressed by the more prominent citizens, Governor Jacob Stuyvesant agreed to terms of surrender, and on September 8, (August 29 old style), the Dutch flag was hauled down and the English flag went up in its place, while New Amsterdam became New York and Fort Amsterdam became Fort James. We now enter the period of English occupation, and while the Dutch were and yet are an admirable race, destiny forbade an alien people occupying a small wedge in a coast line almost wholly controlled by another race. History records that true to form, the English Governor, Colonel Nicolls, granted freedom of worship to the Lutherans.

In the meantime, the settlement was spreading out and in 1665, the first church was built in Harlem, not far from the corner of what is now First Avenue and 125th Street. In the same year, the English language was substituted for the Dutch, and provision was made for jury trials. Brooklyn saw its first church built in 1666, and the first public ferry over the East River was established, and in 1669 a new governor, Colonel Francis Lovelace, came to relieve Governor Nicolls. In 1671, the Lutherans built their first church, and the Society of Friends (Quakers) held their first meeting in New York City in an inn. In February, 1672, Peter Stuyvesant died and was buried in a vault under a chapel on his estate. This vault is now a part of St. Mark's Church, which was erected in 1795-9 on the site of the Chapel. Gay stories are told of this recalcitrant old Dutchman who stumped about on a wooden leg while governor of New Amsterdam. After the surrender to the English, which he vigorously protested, he returned to Holland, to come back in two years, establishing his farm, called the Bouwerie, where he died five years later.

Another old and yet living landmark in New York City is Fraunces Tavern, yet standing at the corner of Pearl and Broad Streets. Samuel Fraunces, a West India negro, set up the Queen's Head Tavern in 1762, in what had been the mansion of a wealthy Huguenot. It was in this tavern, on December 4, 1789, nine days after the evacuation from New York of the British forces, that General Washington took leave of his closest officers and personal staff before starting for Annapolis, where he resigned his commission to the Continental Congress, and received the thanks of a grateful nation. On the Christmas Eve following, he was back in his home at Mount Vernon, a private gentleman and farmer.

The first Exchange was established on March

24, 1670, by Governor Lovelace, "where merchants and other artificers shall meet every Friday between eleven and twelve o'clock near the bridge over the *Heere Graft*," the present Broad Street and Exchange Place, long the site of the old "curb market" that



Fraunces Tavern.

Where Washington took leave of his officers before resigning his commission.

for years attracted the attention of New York City visitors. In our early day visits to this great metropolis, we looked forward to a few minutes spent watching the curb brokers, who completely occupied the width of the street, all purchases and sales between these men communicated by hand signals to an army of clerks who leaned out of open windows above the brokers, these signals so complicated and numerous as to mystify the onlookers. These men may have been in part gamblers, but the fact remains that their commitments, often ranging into hundreds in number, were never repudiated, the "buy" might prove to be a poor one, but the buyer stuck. The "Curb" of today occupies a splendid building and the once colorful "Street" has passed into oblivion. Two hundred and seventy years of tradition lie back of the present New York City Stock Exchange.

A growing provision for Christian worship in the city is deserving of mention. In 1643, Father Isaac Jogues, a French Jesuit missionary visited New Amsterdam, and in 1646 he wrote of this visit saying in part: "On the island of Manhate, and in its environs, there may well be four or five hundred men of different sects and nations; the Director General told me that there were men of eighteen different languages; no religion is publicly exercis-

ed but the Calvinist, and orders are to admit none but Calvinists, but this is not observed; for besides the Calvinists there are in the colony Catholics, English, Puritans, Lutherans, Anabaptists, here called Ministes (Mennonites), etc." Fifteen years preceding Father Jogues' visit, in 1628, Jonas Michelius, the first regular clergyman, arrived to establish "The form of a church" which continues today as the Collegiate Reformed Dutch Church of New York. The Dutch Reformed Church in North America had its origin in 1624, at Fort Orange (now Albany) under Bastiaen Janz Krol, who later became Director General.

A Dutch Reformed Church of stone construction was started in 1642, in the southeast corner of the fort. The method used to raise funds for its support described in a paper published in 1650, was one that might be used today by congregations that find it hard to raise their annual budget. The story relates that the minister, Everardus Bogardus, was giving his step-daughter in marriage and on the occasion of the wedding, the Director concluded to "make a little hay" in the form of church revenue, so after the wedding party had taken the fourth or fifth round of drinks, he entered upon his money raising campaign, the collection of "light heads" entering into competition to see who would give the most. After their more sober senses were restored much remorse and many regrets appeared, but the Director stood firm on his collection program. In the meantime as settlement spread, the church followed. In 1655 a church was erected at Flatbush, the first on Long Island.

The English period of control began in 1664, but the Dutch Reformed Church continued to spread, and in 1665 a church was built in Harlem, and in the following year Brooklyn built its first church building. Other Dutch and Lutheran churches were built and the French Huguenot and Church of England congregations found transient locations in which to worship, but it was not until May 6, 1697, Trinity Anglican Church was granted a charter, and in May, 1698, its first church building, located at the head of Wall Street and a few yards north of its present location, was formally opened. The first church of England services in New York were held in a little chapel located near The Battery. The present Trinity church building, perhaps the outstanding landmark, and bearing the same relation to New York City that Westminster Abbey does to London, is the third structure occupying the same general location. At the outbreak of the Revolution, Trinity refused to omit the customary prayers for King George III and it was closed, so to remain until the British Generals Howe and Clinton took possession of the city. Then came the great fire of 1776 that destroyed lower New York, Trinity with the rest, the present structure, an attempt at Gothic design, erected between 1830 and 1840.

Old Trinity has a real history. In its graveyard crowded with tombstones, many of whose inscrip-

tions have been obliterated by time, may be found the grave of Alexander Hamilton, the father of our Treasury Department, and an aide to General Washington in the Revolutionary War. Hamilton was killed in a duel fought with Aaron Burr at Weehawken on the



Trinity Churchyard.

New Jersey shore opposite 42nd Street, on the very spot where his eldest son Phillip, a boy of twenty, had been killed in a duel with a friend of Aaron Burr's, but three years before. Robert Fulton who designed and built the first practical steamboat in 1810, also rests in Trinity churchyard, as do the ashes of Captain James Lawrence, commander of the *Chesapeake* who, it will be recalled, was mortally wounded in an encounter with the British ship *Shannon*, off Boston harbor, in June, 1813, and who, while dying, gave utterance to the ringing command, "Don't give up the ship."

Space permits relating only a fraction of the history of Old Trinity, that is open to receive a continuous throng of both tourists and worshippers every week day, with a small congregation on Sunday when all lower New York City is quite deserted. There is a rather human story of Trinity fifty years ago worth telling. The writer, some fifteen years ago, while passing Old Trinity with a then prominent business man, now passed on, was told by this man how, when he came to New York City a young and friendless boy, he tramped the streets looking for work without success. Totally discouraged and well nigh penniless, he at last decided to give up the struggle looking to death via the river as the only way out. With a Christian background he decided

to enter Old Trinity to there ask God's forgiveness for what he was about to do, but once inside he decided to make one more effort which proved successful, this job the beginning of a long successful business career. This gentleman concluded his story by saying in very humble words that he seldom



*Irving Trust
Company Building.*

Waldorf-Astoria Hotel.

passed the old church without stopping for a moment's prayer. On the exact site of the first Trinity edifice there stands today a massive monument erected by Trinity parish to prevent the city extending Wall Street through the graveyard toward the river on the west. Throwing out a few old gravestones was one thing, tearing down a massive monument was another, and so Wall Street stops at Broadway today just as it did in 1697. Almost in front of Trinity, just as the church clock was striking twelve noon on September 16, 1920, a terrific explosion occurred in front of the Morgan bank, killing some thirty persons. The perpetrators and the motive yet remain a mystery.

At the corner of Fulton Street (named for Robert Fulton) and Broadway stands St. Paul's Chapel, one of the eight chapels maintained by Trinity Church. This chapel was built in 1764-66, and thousands of people visit it annually to view the pew occupied by General Washington while a resident of New York. General Richard Montgomery, killed on the plains of Quebec, is buried in St. Paul's. Lord Howe and Major Andre were among St. Paul's early worshippers. Major Andre was the gallant young British officer who was involved in the plot of the American traitor Benedict Arnold to surrender West Point to the British and, it will be recalled, was hanged as a spy near Tappan, New York, on October 2, 1780. Andre was a victim of circumstances, who won the pity of General Washington, but the Colonies were in desperate circumstances and his death was looked upon as a necessary example. Another famous church deserving of a few

words is the old edifice located at Tenth Street and Second Avenue, St. Mark's-in-The-Bouwerie, where Peter Stuyvesant's burial vault was built into the last wall. In the old graveyard the body of A. T. Stewart, New York's great merchant prince, was laid in April, 1876. On November 7, 1878, his remains were stolen, and after being hawked about for months they were recovered and deposited in the mausoleum of the Cathedral of the Incarnation, erected by Mrs. Stewart in memory of her husband in Garden City, Long Island. These early ghoulies can be looked upon as the forerunners of the present day kidnappers of little helpless children. St. Mark's suffered one more dismal chapter. Like St. Martin's-in-The Fields of London, the church has long been the center of poor people's activities. On June 15, 1904, as was the custom, an annual Sunday school picnic was arranged for. An old river steamer, the *General Slocum*, a veritable firetrap, was the method of transportation employed to convey the picnickers up the East River to the picnic grounds. Off Blackwells Island the boat took fire and more than a thousand lives—largely children, were lost by burning and drowning.

There is still another church in New York that holds a strong place in the affection of the people. On 29th Street, east of Fifth Avenue, is the famous "Little Church Around the Corner," its proper name "The Church of the Transfiguration," a name that few people, however, ever use. The more popular name came about in this way. Just before Christmas day, 1870, (how long ago that seems), an English actor George Holland died after a long illness. Holland had been on the American stage since 1827 when Junius Brutus Booth engaged him for the Bowery Theatre. Joseph Jefferson undertook to arrange for his friend's funeral and when he approached a clergyman to officiate at the funeral, Jefferson met with a refusal, and was told that "there is a little church around the corner which might consent." As Jefferson sadly turned away he exclaimed, "God bless the little church around the corner." Jefferson found a welcome from the Rector and Holland was buried from his church, and for seventy years it has been beloved by thousands of those who trod the stage, and other thousands have been married in front of its altar. The structure is low and rambling, much like so many of the little churches in England, and about its walls vines and flowers can be found. Clara E. Laughlin said of it; "Birds twitter in the enshrouding vines. There is an air of brooding peace and kindness. Don't miss this 'little church around the corner,' its beautiful memorial windows and its tender ghosts." Having no occasion to call on the Rector for his ministrations in marriage or death, the writer did in years past listen to a couple of rather ordinary sermons within its walls, but the memory of the kindness shown George Holland so long ago, and the little church's beauty, fully sufficed.

On January 17, 1707, the Presbyterian form of

worship was introduced into New York, but it was not until 1722 that the first church of that denomination was completed, its location on the north side of Wall Street between Broadway and Nassau. In 1728, the first Baptist church in the city was con-



St. Patrick's Cathedral.

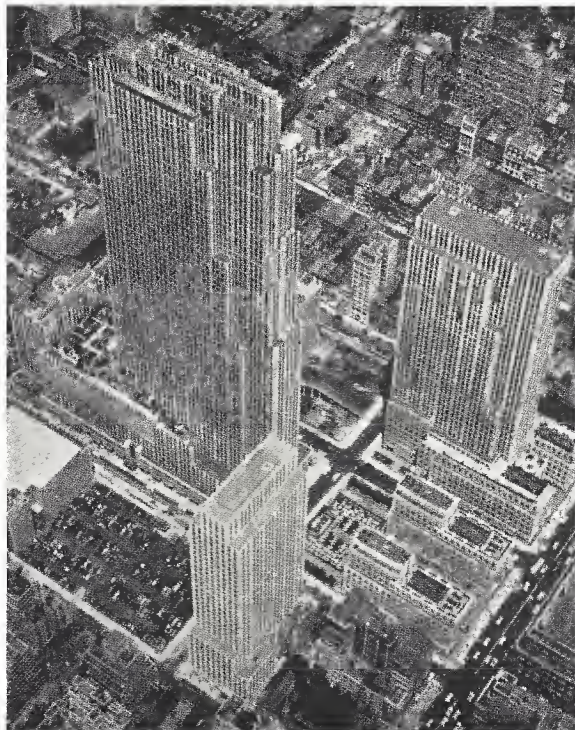
*Riverside Church,
Riverside Drive.*

structed on "Golden Hill," and in 1729 the first Jewish synagogue was erected on Mill Street. The first Roman Catholic church in the city was opened on November 4, 1786, and located on the corner of Barclay and Church Streets, it was known as St. Peter's Church. The present St. Peter's was erected on the same site in 1836-8. St. Patrick's Cathedral, located on the east side of Fifth Avenue, 50th to 51st Streets, is a noble structure, its fine dignity in no way dwarfed by the colossal structures which face it. The architect was James Renwick whose forebears were Scottish Covenanters to whom the Roman and Anglican churches were anathema. Begun in 1858, the cathedral was not completed and dedicated until May 25, 1879.

Another great cathedral yet in the construction stage is that of St. John the Divine, located at 112th Street and Amsterdam Avenue, the cornerstone laid on December 27, 1892. This great structure being built by the Protestant Episcopal Church will not be completed for some years though it has been used for worship for a long time. When finished it will be the third largest cathedral in the world, ranking after St. Peter's in Rome and Santa Maria in Seville, Spain. It will seat 10,000 in the main nave and 5,000 more could occupy the ambulatories and chapels. When complete the distance between the high altar and the front doors will exceed the length of two city blocks, the estimated cost \$20,000,000. The first architects were Heins and La Forge. Since 1911, Cram and Ferguson have been in charge. Before passing to other things we will refer to one more great church, the new Riverside Church, often referred to as the Rockefeller Church because of the

splendid generous gifts made by Mr. John D. Rockefeller, Jr., for its construction. Inspired by Chartres Cathedral, it is of unique design carrying, instead of spires, a tower four hundred feet in height, in which are twenty-two stories of church offices and clubs, topped by a belfry with a famous carillon of seventy-two bells which are played on Saturday afternoons between five and six, and on Sundays between four and five in the evening. This structure is quite as much a place for social service as it is a place of worship. After all it is the little churches with pastors little known to fame in which the major number of souls are yet nourished.

The term Hippodrome goes back to the days of ancient Greece (from the Greek *Hippos*, a horse, and *Dromos*, a race course), a place where races were held. History mentions many ancient Hippodromes of noble proportion; the first one of the accepted type to be built in America was the one in New York City, begun July 1, 1904, and occupying an entire block on Sixth Avenue between 43rd and 44th Streets. Opened on April 12, 1905, this amusement place seating 5,200 was then the largest playhouse in the world. In addition to cages for tigers and lions there was a stage large enough to contain two regulation circus rings, each 42 feet in diameter. The most novel feature of the structure was a huge tank filled with water used for the production of aquatic performances. Thousands of visitors like the writer were thrilled to see at times a veritable phalanx of armored Amazons rise slowly out of the still surface of the tank, their spears first breaking the surface,



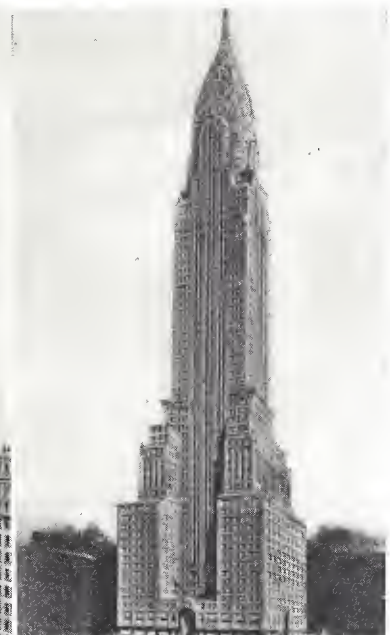
Rockefeller Center.

*Grant's Tomb, Riverside Drive.**Statue of Liberty.**Soldiers and Sailors Monument,
Riverside Drive.*

next came their Roman helmets, and gradually their heads and armored bodies, their iridescent colored uniforms reflecting the intense light thrown upon them. After conducting an imposing military drill on the immense stage, the Amazons marched down an incline into the water, keeping perfect formation, their erect spears the last evidence of their existence to disappear. The old Hippodrome was torn down some years ago, yielding place as did the legitimate stage to the cheaper movie, but we with thousands yet

see in memory the spectacular shows given in this great building, including the vagaries of the little clown who invariably got himself rolled up in the stage carpet whenever it was removed to "bring on the cats." This little man whose antics convulsed hundreds of thousands, old and young, and whose name we cannot now recall, died a few years ago in abject poverty.

A word on the older theatres will not be amiss. On John Street, the street just south of Fulton, at

*Empire State Building.**Woolworth Building.**Chrysler Building.*

No. 17, was maintained in the long ago the John Street Theatre. There the anthem "Hail Columbia" was first sung by its composer, Fayles, to an audience that included President Washington. Even before that it was the scene of many plays given by British officers, including the unfortunate Major Andre who was the possessor of considerable histrionic ability. Another old theatre was the Park on Park Row, south of City Hall Park. There Edmund Kean, Edwin Forrest, Charles and Fanny Kemble, thrilled the elite of Old New York. It was in the Park Theatre that the first Italian opera was presented in 1825, and in 1842, a grand ball was given there in honor of Charles Dickens. Today the world goes to Rockefeller Center which covers two and one-half city blocks on Fifth Avenue, between 48th and 51st Streets. The Rockefeller Foundation pays Columbia University that owns the ground an annual rental of \$3,000,000, the tax bill is \$2,000,000 more, plus \$1,500,000 for operating expenses and interest on the buildings, which cost about \$65,000,000. In 2015, the buildings are to become the property of the University without cost. Before leaving the question of playhouses, it can be said that the theatre district extending from Broadway to Eighth Avenue and from 42nd to 50th Streets, presents the most brightly night illuminated section in the world. From 42nd to 52nd on Broadway is the "Great White Way," the greatest amusement area in the world.

One of the oft spoken of places in New York is that known as Greenwich Village. Greenwich (called *Grenidge*, is, next to The Battery, the oldest settlement of white men on Manhattan. The second Dutch Governor, Bastiaen Jansz Krol, had a tobacco farm there, his farm house the first dwelling built north of the village of New Amsterdam. When the English came, Sir Peter Warren (who is buried in Westminster Abbey), had a 300 acre farm there on which he built the Warren mansion. Sir Peter's wife was Susannah De Lancey, whose youthful home was the house now known as Fraunces Tavern to which we made earlier reference. In the latter part of the 18th century, Major Abraham Mortier, of the British army, built a mansion called Richmond House at what is now the corner of Hudson and Charlton Streets. There Washington established his headquarters in April, 1776, and there John Adams lived as Vice President. Aaron Burr lived in Richmond House until he left its doors to fight his duel with Alexander Hamilton on July 10, 1804. After that fateful hour he never returned to Richmond House, and though he lived for thirty-two years after killing Hamilton, his remaining life was a bitter one. It was in Richmond House, before his ambition led him afield, that Burr, educated, polished, and admired, with his beautiful wife Theodosia, entertained Jerome Bonaparte, Talleyrand and Louis Philippe of France; Thomas Jefferson, James Madison—Alexander Hamilton. Greenwich located in the heart of lower Manhattan is not the symbol of Purple

Passion or Free Love as it has been pictured. Thousands of fine people, business, professional and artists, live there in perfect order and simplicity. The Sunday morning attendance at the Church of the Ascension, Fifth Avenue and 10th Street, nearby, is yet good.



Flatiron Building.

Broadway.

New York has its much advertised districts, Chinatown, the Ghetto, the Bowery and the Fish Market, but in the last analysis these are but sections of humanity not unlike the rest of the world. Environment has much to do with our habits and viewpoint, and gradually, except for the amazingly large Jewish and Negro populations, standardization of dress, speech and even features, is slowly creating the *genus* American. The most persistent racial type is the Jew and that plus his religion keeps him from being assimilated by the Aryan race. The negro on the other hand contains a heavy percent of mulatto or mixed blood, and though the distinction between races prevents intermarriage, miscegenation outside of marriage goes steadily on. Doubtless improved economic conditions will check this debasing trend.

Thirty years ago the Flatiron Building at the angle of Fifth Avenue, Broadway and 23rd Streets, was once the great objective of out of town visitors. The gusty south winds that blow up from The Battery in the summer played havoc with the women's long skirts, and many a modest woman doubtless hoped that the wind would cast sand in the bad men's eyes. As the skirts shortened the buildings grew taller, and with the coming of the real skyscrapers the Flatiron Building went into third place. We recall stopping by the Flatiron one *still* evening to see an endless stream of horse-drawn fire apparatus go north, while cabs, trucks and pedestrians, took to the curbs and the sidewalks. The gasoline-driven fire engine and truck were then yet in the drafting board stage. Of the new buildings, the Empire State Building, built in 1931 and located where the Wal-

dorf-Astoria Hotel stood for many years on Fifth Avenue and 34th Street, is the highest office building in the world. It extends 102 stories above and two stories below the street, and Governor Al Smith, he of "brown derby" fame, has an office on the 32nd floor. Until the Empire State Building reared its head into the clouds, the Chrysler Building, 77 stories high and located at 42nd Street and Lexington Avenue, held top place among the world's great office buildings.

Much has happened in New York in the 314 years that have elapsed since Peter Minuit made his famous purchase of Manhattan Island from the Indians and though the city lacks the centuries that lie behind London and Paris, it, the chief gateway to the New World, has a romantic history. In addition to what has been said before, we will mention a few additional events that bygone New York thrilled to in the old days—those post dating the English period that began in 1664. In that year the first street directory was prepared and the Dutch government under Schout, Burgomasters and Schepens, gave way to the English form, with a mayor, aldermen and a sheriff. The English language was substituted for the Dutch and provision was made for jury trials. The first printed description of New York in English appeared in 1670, published in London by Daniel Denton. It contained the following statement:

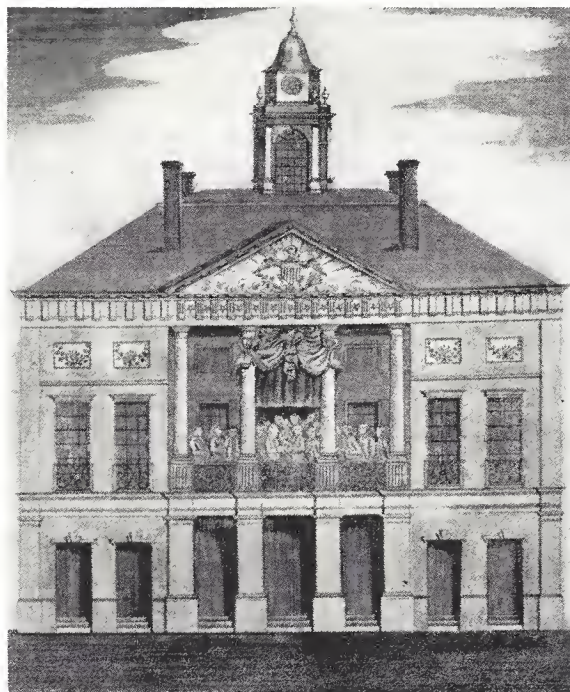
"New York is built most of Brick and Stone, and covered with red and black Tile, and the land being high, it gives at a distance a pleasing Aspect to the spectators. The Inhabitants consist most of English and Dutch and have a considerable trade with the Indians. * * * The Commodities vented from thence is Furs and Skins * * * As likewise Tobacco made within the Colony, as good as is usually made in Maryland: Also Horses, Beef, Pork, Oyl, Pearl, Wheat and the like."

The part that furs played in the early development of the Northern States and Canada is little understood in these days. The trade in furs was the magnet that attracted the early Dutch and French, to be taken up later by the English, just as the lure of gold and precious stones was the loadstone that attracted the Spanish in their exploration of the southwestern region, and what is now a substantial portion of Latin America.

In front of the Treasury Building on the corner of Wall and Nassau Streets stands a towering statue of George Washington. Here the Colonial City Hall was built in 1699 with the pillory, stocks and whipping-post in front, and the Debtors prison in the upper story. The early structure was called "Federal Hall" when Washington took the oath of office in front of it on April 30, 1789. From this ceremony the nation's first President went to St. Paul's Chapel to attend divine service. City Hall Park, now eight acres in extent, was used by

the Sons of Liberty as a meeting place before the Revolution, and when the courier from the Continental Congress in Philadelphia swept into New York on his exhausted steed, he read there on July 9, 1776, to General Washington, his troops and the people, the Declaration of Independence. In 1800, a French architect, Joseph Mangin, whose firm received \$350 for the plans, erected a lovely little building that yet stands in City Hall Park.

In New York there is a place called Franklin Square, named after the great patriot, philosopher and statesman, Benjamin Franklin. There was established the house of Harper Brothers, with its smell of printers' ink and moist paper—and its ghosts. Among the shades that doubtless hover over Franklin Square are those of Thackeray, Dickens, Charles Reade and William Dean Howells, great novelists; Bancroft and Motley, historians; Bayard Taylor, poet, writer of ballads, translator of Faust, and diplomat; Edwin Abbey, illustrator; Winslow Homer, who painted scenes of the Civil War; the cartoonist, Tom Nast; and the artists and writers, Howard Pyle and Frederic Remington. It was Tom Nast who created the "Democratic Donkey," "The Republican Elephant," and gave to Tammany the "Tiger." I think it was Kepler, another great cartoonist, who pictured James G. Blaine as the "Plumed Knight." There is one other shadow beloved of all reading America, Mark Twain, whose writings ran the gamut of all human emotion. Twain's ghost must



Federal Hall, the seat of Congress, and the inauguration of George Washington as first President of the United States, April 30, 1789.

haunt the lower reaches of the Empire State Building, that rests on the site of the Old Waldorf-Astoria where he lived for some time. We can see him yet sitting alone and in state at the office end of Peacock Alley, dressed in white broadcloth,



New York Public Library.

his bushy hair as white as the cigar he invariably smoked was black. As the world passed slowly by, Twain replied to each salutation with a courtly nod. He was then in his zenith hour. Poverty came later.

There is another spot in New York that holds for us memories of now nearly forgotten aspirations and hopes. As you go up from the lower reaches of the city you come to Astor Place, where Cooper Union is located on the site of Peter Cooper's little grocery store. Not out of groceries however was Cooper Union, a school for poor youths, erected and endowed. Cooper was a business genius. When but thirty-seven, he built the Canton ironworks in Baltimore where he designed and built the first locomotive for the Baltimore and Ohio Railroad and the first steam locomotive built in America, the *Tom Thumb*. Cooper rolled the first structural beams made in America in 1854, and he was the first one in America to try out the Bessemer steel making process, this in 1856. With Cyrus Field he laid the first Atlantic cable and he once owned one-half of the telegraph lines in America. In 1857 he founded Cooper Union to be "forever devoted to the advancement of science and art in their application to the varied and useful purposes of life." It was in Cooper Union that

the "prairie giant" Lincoln made a speech on February 27, 1860, that changed New York's position from derision to respect. As a boy living on Dakota's prairies in Territorial days, we had a consuming longing to attend Cooper Union—a longing unfulfilled, which we however managed to live down.

At 26-28 East 20th Street, Theodore Roosevelt was born, and at No. 16 Gramercy Park, Edwin Booth, the great actor, bought a home in 1888. In front stands a bronze statue of Booth as "Hamlet." At No. 14-15 was the home of Samuel J. Tilden, lawyer, reformer and governor of New York, who ran for the presidency against R. B. Hayes. Tilden was entitled to the office but he preferred to yield to ruffianism rather than to create a political uprising. Nearby was the home of John Bigelow who with William Cullen Bryant edited the New York Evening Post. Up in the region near the New York Central Station lies the one time Murray Hill, which in Colonial days was celebrated for its fruit farms. There in 1776, Dame Murray entertained Lords Howe and Cornwallis and their staffs, with "cakes, wine, music and song," while Washington's Continentals, guided by Aaron Burr, got away to Harlem Heights. War in the old days was a pink tea affair compared with that of today.

And so the parade of ghosts of bygone days passes on; much could be written of a hundred more—soldiers, swashbucklers, traders in furs and skins, authors, poets, sculptors, lovely and gifted women—and saints of the church, but space forbids. In New York, Clemenceau, the "Tiger" of the Great War, lived as a young reporter for the *Paris Temps*, and by teaching French to young ladies. There John Masfield, the poet, once a sailor, was a bartender's helper, and on Commerce Street the poetess, Edna St. Vincent Milay, lived and wrote. At 113 Bedford Street Edgar Allen Poe lived before moving to Fordham, and it was in New York that Samuel F. B. Morse first demonstrated



Lower Manhattan and Battleship New York, from East River, 1917.

his telegraph instrument and there also Samuel Colt invented the revolver. We are indebted to "New York" by Clara E. Laughlin; "New York Past and Present" by I. N. Phelps Stokes; "High-



New York is not really seen by anyone who does not ride on a few ferryboats.

lights of Manhattan" by Will Irwin; "Americana," "The Encyclopedia Britannica" and other books, for the data set forth above.

New York is a gallant city, one of bewildering material activity and social complexity. Once the seat of the Federal Government, she yielded her political place to become the center of American finance, and the nation's leader in literature, drama and music.

Run of the Mine

Guffey Bill Made Effective October First

THE SECOND Guffey bituminous coal regulatory act took effect on April 26, 1937. Three years and five months thereafter prices were put into effect. A schedule of prices was promulgated in December, 1937, but as a result of court injunctions the prices were withdrawn in February, 1938.

The Guffey Act enjoys the distinction of experiencing more trouble on the part of the Federal government "to get it going" than any law heretofore enacted, other than the famous prohibition

law of 1918. That law taught a substantial part of America the theory of law-breaking without punishment.

A capable economist recently analyzed the Guffey law, from which we quote in part:

"The magnitude of the problems involved in establishing minimum prices and regulating trade practices in bituminous coal is due to the complexity as well as size of the industry. Bituminous coal is produced by more than 6,500 active commercial mines, located in more than 30 different States, turning out 400,000,000 or more tons annually and possessing reserves adequate to last hundreds of years. Also large numbers of mines are closed down at present but could resume operations if prices rise.

"There is wide variation in the size of coal mines, in qualities and occurrence of coal, in costs of production, in accounting practices, in transportation costs, in character of markets and in classes of consumption. Coal prices must stand in fair relation to prices of all competitive fuels, giving due consideration to comparable grades and sizes, and to comparative costs of operating equipment. Even for coal alone, there is considerable latitude for shifting to coal of a different analysis, size or origin. For these reasons, the complex inter-relationship of prices which has grown up over a long period of time involves delicate balance.

"The law specifically provides that the Coal Division must take account of all these factors in its determination of minimum prices. In order to assemble all the essential information the Division conducted a series of hearings, and the individual cost records submitted by producers for the year 1936 and the first nine months of 1937, numbering over 90,000, were tabulated and analyzed. After a tentative scale of prices had been drawn up and coordinated, the Division held a final hearing which it stated 'is probably the most extensive administrative proceeding ever undertaken by any government agency.' A transcript runs to 18,595 pages and is supplemented by almost 1,200 exhibits.

"The complexity of the task is illustrated by the fact that the work has been under way ever since April, 1937, and the code prices, as determined from the exhaustive hearings and records prescribed by law, were not put into effect until October 1, 1940. Moreover, all of this material must be kept up to date. Adjustments in the official prices may be made at any time, according to law, if evidence conclusive to the Division is presented showing material changes in average cost of production or other factors.

"Another formidable task will be the enforcement of official prices and marketing regula-

tions among the 12,000 members of the code, including wholesalers, selling agents, marketing agencies, brokers, etc.

"The scope, complexity and time involved in determining and constantly revising the multitude of different but related prices, and the conflicting nature of the testimony upon which they are based, have caused many experienced coal people to express doubt whether such a program could possibly succeed, although others feel that such a program is the only possible solution or is at least worth a trial.

"Apart from the question of complexity, the program is open to criticism on two other grounds. First, it reflects the lack of a national policy in dealing with the basic industries. At the present time the Government is prosecuting the major petroleum companies for alleged control over prices in their efforts to eliminate excessive price-cutting and sales below cost, yet in the case of the coal industry is following the opposite policy by enforcing such control.

"Secondly, instead of seeking to improve conditions in the industry through lowering costs and expanding volume, the program endeavors to maintain prices on the assumption that the present market will remain constant. An example of the danger involved in the latter method is cotton, where the efforts to improve the condition of cotton growers by artificial maintenance of prices during recent years has resulted in the permanent loss of a substantial portion of the foreign market for American cotton. The consequences of a price control program for coal are especially dubious in view of the highly competitive relation to oil."

Seminole Dam Again

THE PRIZE job of boondoggling in the west was the installation of the Seminole dam and its attendant hydro-electric power plant. A Casper news item under date of September 30th, states that a total of 522 miles of transmission line reaching three states had been completed. The article in question, published in the Wyoming Eagle, an administration partisan newspaper, under date of October 1st, further said:

"Several years ago a writer in a national magazine called the projected system 'Power in the Wilderness,' in a highly critical article.

"The best refutation of the article and attendant unfavorable national publicity is to be found in the power project itself. This year Seminole power has been sold in three states—Wyoming, Colorado and Nebraska—and the demand has more than kept pace with the supply.

"I. J. Matthews, resident engineer for the Kendrick project in Casper, admitted he was

at first somewhat dubious himself over the prospects of selling Seminole power in the wide open spaces, despite the roseate dreams of chrome ore reduction and the like.

"Those were the days, he recalled, when many looked to electrification of the Union Pacific for Seminole's best customers, and labor unions of coal miners passed resolutions condemning such use of the power.

"The demand for Seminole power has surprised all of us," Matthews commented.

"About \$33,000 worth of current was sold during the month of July. Of course you can't follow every atom of electricity through the system, to its destination, but there's no doubt that power generated at Seminole last summer flowed into the Cheyenne city system and into the REA line from there to Pine Bluffs, Wyo., and Kimball, Nebr. We supplied Seminole power to Ft. Morgan, Colo. and the REA line in that vicinity; to the Public Service company at Greeley, Colo., and the Western Service Company at Scottsbluff, Nebr."

What Mr. Matthews failed to say was that \$33,000 would not pay an interest return on the investment of the taxpayers' money in the Seminole dam that could be represented by less than perhaps the tenth decimal point and he further failed to say that the little spurt of power developed in July was merely a flash followed by a shutting off of deliveries over the extensive territory into which power lines have been built. Neither did Mr. Matthews say that the Seminole dam contained on Aug. 20th last but 22,700 acre-feet of water in storage or 2.23 per cent of the reservoir's rated capacity of 1,020,000 acre-feet.

In substance, the Seminole power project is all "dressed up and ready to go" with 522 miles of distribution and connecting line but unfortunately it has no power to distribute. Imagine the Union Pacific electrifying its property and depending upon Seminole to operate its trains. The miners made no mistake when they condemned this fatuous project.

Does The State Of Wyoming Put A Premium On the Crime Of Rape?

WE ARE constrained to ask this question from the fact that the Wyoming State Tribune in its issue of October 3rd, stated that the State Pardon Board had on the preceding day "commuted the sentence of eight inmates of the penitentiary at Rawlins. *The group included five men convicted of rape or attempted rape.*"

Here is the record as set out in the article quoted:

"Cecil Wallar, sentenced from Niobrara County July 24, 1939, to 1 to 3 years on charges of attempt to commit rape, was released from a parole granted him in July.

"Jack Oakley, charged with criminal rape and sentenced to a term of from 25 to 50 years in Sweetwater County District Court June 18, 1936, had his sentence reduced to 10 to 50 years. This will allow his release in 1946, J. S. Wepner, board secretary, said.

"Jabel Langston, sentenced from Platte County on July 13, 1926, to a term of from 25 to 40 years on criminal rape charges, had his sentence reduced to allow his release in April, 1941.

"Sherman Claypool, sentenced June 14, 1938, from Johnson County on statutory rape charges, and Eddie Garrett, sentenced April 19, 1939, from Sheridan County on charges of assault with intent to commit rape, will be placed on parole Oct. 15.

"Both had their sentences of from 3 to 7 years commuted to allow issuance of the paroles this month."

We again ask if the sovereign State of Wyoming through its pardon board, has decided that this, the most detestable crime in the calendar, has become a minor offense. What do the mothers of Wyoming say? There was a time in the west when the outrage of a woman or child meant lynching. We are indeed going soft.

Totalitarian—Totalitarianism

THESE ARE two words, (the accent on the second syllable "tal"), that are much in the public mind these days. They are rather new words not found in all dictionaries. A more recent volume presents the following definition:

"Of or relating to a political doctrine that the state is not only sovereign in a legal sense, but has also the function of regulating every department of social life—education, religion and art—as well as capital and labor and the whole national economy; such a doctrine involves in principle and in fact the abolition of all opposition parties and the substantial elimination of parliamentary institutions."

With the very heart of Europe, save and excepting only the British Isles now under totalitarian form of government, the question here is, do we wish to keep a form of government where the individual is yet free to express his voice.

All real Americans will cast a vote on November 5th next. If you are to be absent from your home arrange in advance to cast an absentee vote.

Back To The Rails

A THREE day "Back to the Rails" celebration, September 22nd, 23rd and 24th, was staged at Council Bluffs, culminating in a banquet held in the City auditorium on Tuesday evening, September 24th, where some 1,300 railroad officials, employes and business men were in attendance. All of the eight railroads entering Council Bluffs participated, together with the Pullman Company,

Pacific Fruit Express, Railway Express Agency, and the Griffin Wheel Company.

Among those in attendance who spoke were: Hon. George A. Wilson, Governor of Iowa; Mr. W. P. Kennedy, Vice President, Brotherhood of Railway Trainmen of Minneapolis, Mr. George W. Woods, President, Council Bluffs Chamber of Commerce, Mayor S. W. McCall of Council Bluffs, and Mr. W. M. Jeffers, President, Union Pacific Railroad Company.

Mr. Jeffers, in addressing the "Back to the Rails" organization a year ago, made the statement that "the United States should give the Allies all assistance possible short of man power." This statement, almost prophetic in character, brought Mr. Jeffers some criticism and on the evening of September 24th he said:

"I wonder if you recall what I said then and what your thoughts upon that subject are tonight—compared with one year ago?"

"Tonight I say we should thank God for the guts of the British."

Cheers rocked the auditorium.

"He's our first cousin," Mr. Jeffers continued when the crowd had quieted. "He's going to win our war for us. I want to restate what I said one year ago. Let us give him everything short of man power whether he's got the wherewithal to pay for it or not."

Mr. Jeffers said "he believed there is less hysteria in the nation today."

"I believe we are thinking straighter than in the past. That is a good sign. Let us keep this government in the hands of the people."

The salvation of these United States and our democratic form of government rests with just such clear thinking men as Mr. Jeffers, and not with the perpetual office seeking minority, or the egg and tomato throwing, emotionally-minded ruffians who appear from time to time in periods of stress.

Bondurant's New Church

CONSTRUCTION of an Episcopal Church at Bondurant in the Hoback Canyon basin is now under way, the location of the new edifice opposite the Post Office. It will bear the name of St. Hubert's Episcopal Church, and it is expected that the building will be completed before cold weather sets in.

Men in the vicinity have freely given of their time and labor and have had valuable assistance from Rt. Rev. Winfred H. Ziegler, Bishop of Wyoming, Rev. Walter McNeil, Rector of St. James Church, Kemmerer, and many others.

Jessie Van Brunt, of Brooklyn, New York, donor of two beautiful stained-glass windows to the Church of the Transfiguration at Moose, Wyoming, is now busily engaged in designing a stained-glass window to go above the altar of the Church of St. Hubert, the Hunter.

It Is Victory

"So long as the English tongue survives, the word Dunkerque will be spoken with reverence. For in that harbour, in such a hell as never blazed on earth before, at the end of a lost battle, the rags and blemishes that have hidden the soul of democracy fell away. There, beaten, but unconquered, in shining splendour, she faced the enemy.

"They sent away the wounded first. Men died so that others could escape. It was not so simple a thing as courage, which the Nazis had in plenty. It was not so simple a thing as discipline, which can be hammered into men by a drill sergeant. It was not the result of careful planning, for there could have been little. It was the common man of the free countries, rising in all his glory out of mill, office, factory, mine, farm and ship, applying to war the lessons learned when he went down the shaft to bring out trapped comrades, when he hurled the lifeboat through the surf, when he endured poverty and hard work for his children's sake.

"This shining thing in the souls of free men Hitler cannot command, or attain, or conquer. He has crushed it, where he could, from German hearts.

"It is the great tradition of democracy. It is the future. It is victory."

—Extract from an editorial in the New York Times of May 31st, 1940

Comes Now The Thundershock!

ALFRED NOYES, the English poet, paraphrasing Lord Alfred Tennyson's "The Charge of the Light Brigade," recently sounded the call to British courage in these words:

Comes now the thundershock;
Now, as they rave and mock,
Stands the unshaken rock,
England!
Lies have but fleeting breath,
Out of this night of death
Wakes the strong voice that saith
"England again!"
Lift up your hearts, my friends,
Now, and to earth's wide ends
Prove what this peril lends
England.
Strength that is threefold strong,
Owning its ancient wrong;
Faith that was lost so long,
"England again!"

Our readers who appreciate the struggle that Britain is now undergoing, and who know that the

British navy is America's first line of defense, will read with interest the last entry in Lord Nelson's private diary written just before going into action against the French fleet in the battle of Trafalgar. Nelson died in the hour of victory from a musket ball that struck his spine, on October 21, 1805, his last words, which he repeated several times, "Thank God I have done my duty."

Before the beginning of the momentous battle of Trafalgar, Nelson's flag lieutenant came into his cabin, finding the great Admiral on his knees before his desk writing this prayer:

"May the great God, Whom I worship, grant to my country, and for the benefit of Europe in general, a great and glorious victory; and may no misconduct in anyone tarnish it; and may humanity after victory be the predominant feature in the British Fleet. For myself, individually, I commit my life to Him Who made me, and may His blessing light upon my endeavours for serving my country faithfully. To Him I resign myself and the just cause which is entrusted to me to defend. Amen."

"Are You A Sleep Walker?"

By W. M. Jeffers

"Are You A Sleep Walker?" appeared in the October issue of *American Magazine* and was submitted after Mr. Jeffers had been invited to contribute as the guest editorial writer for that issue. This is an exact reprint of the article.

I was sitting in my business car one day, shortly after I had been elected president of our railroad, when the locomotive engineer—a wise old head whom I had known for years—came back to see me. A new brake valve on the engine was sticking, he said, and causing him to make some rough stops.

I was very busy at the moment, writing an important telegram, and I only half heard what he had to say. My replies to him were hazy. He lost patience.

"Dammit, Bill," he exploded, "don't let yourself get so busy on this new job that you haven't time to think."

His words brought me to with a start and I have remembered them ever since. A railroad president who doesn't take time to think is of no more real value to his company than a lick of stamps. He may keep very busy but he isn't really doing much. The same holds true for any person who blindly follows a given routine day after day without thinking about what he is doing. He is on a treadmill which will take him nowhere. He is sleep-walking. Let me illustrate thinking as opposed to sleep-walking:

Not long ago, our railroad added club cars for women to certain trains. These cars were equipped with every convenience and luxury for women travelers that our engineers, designers, and interior decorators could think of. Every appointment

seemed in perfect feminine taste. Yet, soon after these cars were put in service, a veteran Negro porter showed me a glaring flaw in the furnishings. "Boss," he whispered deferentially, pointing to a cuspidor, "ladies smoke but they don't spit."

Now, that old ducky used his wits where even the designers and decorators hadn't. Because club cars in the past had contained cuspidors they installed them in the women's cars too. They followed a pattern of mental behavior but they didn't think. The porter did.

A few years ago our railroad, like others in America, was losing freight business steadily to "cross-country trucking competition. We tried many remedies without success. Then one day a conductor approached me.

"The shippers must know why they're taking business away from us and giving it to the truckers," he said. "Why don't you let me and some of the other boys go and ask them what the reasons are?"

I pulled that conductor off his run and sent him on a tour of investigation across the continent. I sent other smart employees on similar missions. In a few months those practical railroad men had interviewed 12,000 shippers and receivers and completed a survey which showed us exactly where we were falling down. The main trouble was: We weren't fast enough. Knowing that, we inaugurated overnight freight service between large cities, made other speed-up innovations, and as a result have regained thousands of dollars' worth of business.

Why? Because one man out of 40,000 employees took time to think about something besides his immediate job.

Across the Atlantic we witness the appalling consequences of sleep walking in high places. Catastrophe has overtaken whole nations merely because their statesmen and generals trudged along old ruts and refused to think new thoughts. Never in history has our own nation faced greater dangers than it does today. We must act, and act quickly and vigorously, but, in the words of my old friend, the locomotive engineer, we must not become too busy to think!

Sam McGee: After Cremation, What?

By Harold B. Crow

"There are strange things done in the midnight sun

By the men who toil for gold;

The Arctic trails have their secret tales

That would make your blood run cold;

The Northern Lights have seen queer sights,

But the queerest they ever did see

Was that night on the marge of Lake Lebargé

I cremated Sam McGee."

THE PEACEFUL end which appears to have overtaken Mr. Samuel McGee in a little-known Alberta village the other day removes an exemp-

lary citizen from the local scene, and at the same time heightens the mystery surrounding one of the rare characters of Canadian poetical fiction. Readers will recall how vigorously Mr. McGee was dealt with in the classic sourdough verse recording his cremation, through the medium of which he unquestionably is assured immortality.

"Now Sam McGee was from Tennessee," ran the verse, "where the cotton blooms and blows. Why he left his home in the South to roam round the Pole God only knows." With such an introduction, is it any wonder that Service readers find it difficult to identify this home-loving personality, or to piece the more colorful episodes of his career into a life story along with the oblivion into which he eventually plunged following his sensational cremation? The poet left him joyously sitting bolt upright in the fiery furnace, and in this posture he has remained fixed in our memories. After a long interval he has suddenly emerged from seclusion to wave a final farewell and shuffle off this mortal coil.

Had the recent press despatch recorded Sam McGee as departing this life in a chariot of fire amid crackling flames, and with mounting clouds of "greasy smoke, in an inky cloak, streaking down the sky," no one would have wondered; instead of which his leave-taking was far less strange than the fiction built around him. As it is, his death removes one who many will be surprised to know ever existed outside the covers of a book of verse and the range of an active imagination.

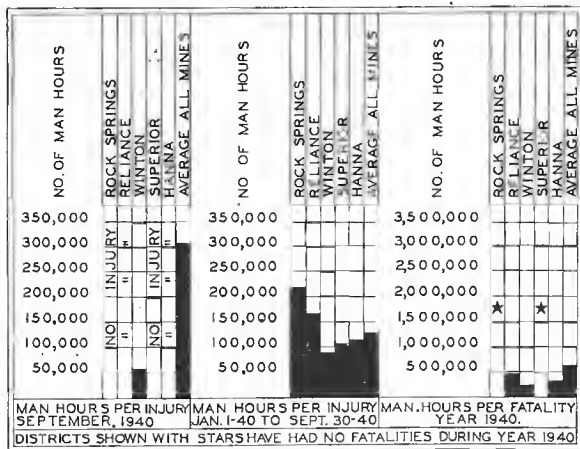
Another detail to be ironed out is the origin of the man, the hitherto accepted verse bringing him all the way from Plumtree, down in Tennessee, whereas the present report names Lindsay, Ontario. In view of this glaring inconsistency is it possible to accept the word of the poet that Sam really sat there in that flaming firebox at all, "looking so cool and calm, in the heart of the furnace roar," that he "wore a smile you could see a mile," and said "please shut that door"? Evidently, after all, the ceiling for truth in poetry is low indeed, and the vaunted strangeness of Truth as compared with Fiction may well be challenged.

How easy it was to believe the Service tale; how plausible to permit a whimsical character like Sam to indulge a preference for the warmth of the derelict furnace to a mush over the Dawson trail, where the cursed cold, "through the parka's fold, stabbed like a driven nail." So our enthralled minds sent the flames soaring and roaring very high and very hot around poor shivering, suffering Sam, as he sat so cool and calm. Whether it was according to Hoyle or not, it was according to Robert W. Service, and we not only were willing for Sam to get warm for the first time in his life since he left Plumtree, but we very much wanted him to, especially as he did not seem to mind the method.

—From *Toronto Globe and Mail*

Make It Safe

September Accident Graph



WHEN THIS issue of the "Employees Magazine" is distributed, we will have only two months left in the year—two months of opportunity. With increased working time there will be opportunity to increase the "Man Hours Per Injury." This is a worth-while opportunity of which we should take advantage. A better safety record comes from fewer accidents and fewer accidents mean less suffering. That is the end toward which we are working.

This is the second period in which we have shown an improvement over a like period for the previous year. We should try to make this a habit for the rest of the year. Above all, we should guard against a "let down." Work to hold the gains we have made.

LOST-TIME INJURIES AND MAN HOURS BY MINES

Place	SEPTEMBER, 1940	Man Hours
	Man Hours	Injuries Per Injury
Rock Springs No. 4....	24,339	0 No Injury
Rock Springs No. 8....	35,889	0 No Injury
Rock Springs Outside..	17,478	0 No Injury
Total.....	77,706	0 No Injury
Reliance No. 1.....	25,823	0 No Injury
Reliance No. 7.....	23,709	0 No Injury
Reliance Outside.....	10,262	0 No Injury
Total.....	59,794	0 No Injury
Winton No. 1.....	19,929	0 No Injury
Winton Nos. 3 & 7½		
Seams, No. 7½ Mine	21,784	1 21,784
Winton Outside.....	9,564	0 No Injury
Total.....	51,277	1 51,277

Superior "C".....	17,304	0 No Injury
Superior "D".....	16,758	0 No Injury
Superior D. O. Clark...	27,580	0 No Injury
Superior Outside.....	14,324	0 No Injury
Total.....	75,966	0 No Injury
Hanna No. 4.....	26,579	0 No Injury
Hanna Outside.....	13,312	0 No Injury
Total.....	39,891	0 No Injury
All Districts, 1940....	304,634	1 304,634
All Districts, 1939....	323,362	1 323,362

LOST-TIME INJURIES AND MAN HOURS BY MINES

PERIOD JANUARY 1 TO SEPTEMBER 30, 1940

Place	Man Hours	Injuries Per Injury
Rock Springs No. 4...	197,260	0 No Injury
Rock Springs No. 8...	303,457	3 101,152
Rock Springs Outside.	146,290	0 No Injury
Total.....	647,007	3 215,669
Reliance No. 1.....	220,892	2 110,446
Reliance No. 7.....	184,429	1 184,429
Reliance Outside.....	87,619	0 No Injury
Total.....	492,940	3 164,313
Winton No. 1.....	165,550	1 165,550
Winton Nos. 3 & 7½		
Seams, No. 7½ Mine.	190,351	4 47,588
Winton Outside.....	82,307	0 No Injury
Total.....	438,208	5 87,642
Superior "C".....	137,753	2 68,877
Superior "D".....	130,095	0 No Injury
Superior D. O. Clark..	243,726	4 60,932
Superior Outside.....	122,368	0 No Injury
Total.....	633,942	6 105,657
Hanna No. 4.....	224,623	3 74,874
Hanna Outside.....	114,931	0 No Injury
Total.....	339,554	3 113,185
All Districts, 1940..	2,551,651	20 127,583
All Districts, 1939..	2,438,652	20 121,933

Persistency is everything. It is not enough to set business going, to give it a direction and a start. You must follow it up, and never take your hand off until the very end.

GUICCIARDINI.

Individual Safety Standings of the Various Mine Sections in the Annual Safety Contest

PERIOD JANUARY 1 TO SEPTEMBER 30, 1940

"Greater Safety" seems to have been the watchword among the sections during September. We hope this spirit will continue to grow for as it grows our safety record will improve.

It is important that we all check up on ourselves and determine whether or not we are doing our work as safely as possible. Check your working place often and keep it clean. This makes work easier and more pleasant. Keep your place well timbered, putting up each timber as there is room to set it in its proper place, not putting it off until later.

Just a reminder about the new men. They need the advice that you can give them from the ex-

perience you older men have gained in the mines. When you show them how to do a job, be sure it is the proper way. The Unit Foreman should be especially careful in instructing new men in their work. The new men should refer to their "Book of Rules" often. Nearly every rule in this book has been placed there to try to prevent the recurrence of an accident.

Every man who goes through this second half of the year will be eligible to participate in the drawing for the automobile and cash awards after the close of the year. You may be one of the lucky winners if you are free from injury during this second period.

UNDERGROUND SECTIONS							<i>Man Hours Per Injury</i>
<i>Section Foreman</i>	<i>Mine</i>	<i>Section</i>	<i>Man Hours</i>	<i>Injuries</i>			
1. R. J. Buxton.....	Rock Springs 8,	Section 1	88,851	0	No Injury		
2. Julius Reuter.....	Reliance 1,	Section 3	80,346	0	No Injury		
3. Ben Lewis.....	Rock Springs 8,	Section 2	77,693	0	No Injury		
4. Reynold Bluhm.....	Rock Springs 4,	Section 1	67,473	0	No Injury		
5. Homer Grove.....	Reliance 7,	Section 3	67,186	0	No Injury		
6. Chester McTee.....	Rock Springs 4,	Section 3	67,039	0	No Injury		
7. Dan Gardner.....	Superior D,	Section 1	65,156	0	No Injury		
8. Richard Haag.....	Superior D,	Section 2	64,939	0	No Injury		
9. B. W. Grove.....	Reliance 7,	Section 2	64,834	0	No Injury		
10. Lester Williams.....	Rock Springs 4,	Section 2	62,748	0	No Injury		
11. Andrew Strannigan.....	Winton 7½,	Section 3	59,262	0	No Injury		
12. John Peternell.....	Winton 1,	Section 1	56,490	0	No Injury		
13. Thos. Rimmer.....	Hanna 4,	Section 3	46,683	0	No Injury		
14. James Hearne.....	Hanna 4,	Section 5	46,109	0	No Injury		
15. Clyde Rock.....	Superior C,	Section 1	45,955	0	No Injury		
16. Carl A. Kansala.....	Superior C,	Section 2	45,409	0	No Injury		
17. R. C. Bailey.....	Winton 7½,	Section 1	44,849	0	No Injury		
18. Wilkie Henry.....	Winton 1,	Section 3	42,840	0	No Injury		
19. Chas. Kamps.....	Sup. D. O. Clark,	Section 6	36,995	0	No Injury		
20. Paul B. Cox.....	Sup. D. O. Clark,	Section 4	33,348	0	No Injury		
21. Ben Cook.....	Hanna 4,	Section 4	33,327	0	No Injury		
22. Marlin Hall.....	Sup. D. O. Clark,	Section 5	33,313	0	No Injury		
23. Marino Pierantoni.....	Sup. D. O. Clark,	Section 1	33,096	0	No Injury		
24. Robert Maxwell.....	Reliance 1,	Section 2	85,953	1	85,953		
25. David Wilde.....	Rock Springs 8,	Section 4	67,809	1	67,809		
26. Arthur Jeanselme.....	Winton 1,	Section 2	66,220	1	66,220		
27. Sam Canestrini.....	Reliance 1,	Section 1	54,593	1	54,593		

28.	Jack Reese.....	Reliance 7,	Section 1	52,409	1	52,409
29.	W. B. Rae.....	Hanna 4,	Section 1	48,342	1	48,342
30.	F. L. Gordon.....	Sup. D. O. Clark,	Section 7	40,509	1	40,509
31.	Andrew Young.....	Rock Springs 8,	Section 3	69,104	2	34,552
32.	Dominic Martin.....	Sup. D. O. Clark,	Section 2	33,145	1	33,145
33.	Frank Hearne.....	Hanna 4,	Section 2	50,162	2	25,081
34.	Wm. S. Fox.....	Superior C,	Section 3	46,339	2	23,195
35.	John Valco.....	Winton 7½,	Section 2	45,360	2	22,680
36.	Andrew Spence.....	Winton 7½,	Section 4	40,880	2	20,440
37.	R. A. Pritchard.....	Sup. D. O. Clark,	Section 3	33,320	2	16,660

OUTSIDE SECTIONS

1.	Thomas Foster.....	Rock Springs	146,290	0	No Injury
2.	Port Ward.....	Superior	122,368	0	No Injury
3.	E. R. Henningsen.....	Hanna	114,931	0	No Injury
4.	William Telck.....	Reliance	87,619	0	No Injury
5.	R. W. Fowkes.....	Winton	82,307	0	No Injury
ALL DISTRICTS, 1940.....			2,551,651	20	127,583
ALL DISTRICTS, 1939.....			2,438,652	20	121,933

September Safety Awards

THE SAFETY meetings for September were held at Rock Springs, Winton, Reliance, Hanna, and Superior on October 1st, 2nd, 3rd, 5th and 7th, respectively.

A new U. S. Bureau of Mines sound film, "Arizona—Its Mineral Resources and Scenic Wonders," was shown at all meetings.

Mr. Bayless spoke at the Rock Springs meeting

and Mr. Murray spoke at the Rock Springs and Winton meetings. The importance of every man doing his own particular job was the theme of these talks.

Attendance was good at all meetings, this especially being true of Reliance where the hall was filled to capacity.

Following are the winners:

Mine	First Prize \$15 Each	Second Prize \$10 Each	Third & Fourth Prizes \$5 Each	Unit Foreman \$10 Each
Rock Springs No. 4	John Silovich	Sam Milosevich	{ Francis Coupens Rudy Yargas	Anton Zupence
Rock Springs No. 8	Matt Leskovec	Oreste Sciamanna	{ John R. Lewis John Subic, Jr.	Joe Salvatico
Reliance No. 1	John Krek	John Borzago	Robert Peazley	H. G. Thomas
Reliance No. 7	James J. Reese	George Rodzinak	Joe McPhie	Homer Grove
Winton No. 1	Nick Jelaco	George White	Orlo E. Clark	Nestor Mattonen
Superior "C"	Leno Berti	Fred Menghini	Theodore Crombie	Clifford Anderson
Superior "D"	Angelo Prevedel	John J. Koman	Richard Dexter, Jr.	Dan Gardner
Superior D. O. Clark	John Ambus	Pete Chaussart	T. H. Tremelling	Alex T. Clark
Hanna No. 4	Richard Hunt	Wm. Freeman, Sr.	{ George Tully Roy Robinson	Gus Collins
TOTAL	\$135	\$90	\$60	\$90

Suits of clothes awarded: John Firmage, Rock Springs No. 4 Mine; Celestine Todeschi, Rock Springs No. 8 Mine; Bernard Manning, Reliance No. 1 Mine; Thomas Osselton, Reliance No. 7 Mine; D. G. Paton, Winton No. 1 Mine; John Mart, Superior

"C" Mine; Howard Perner, Superior "D" Mine; Ensie Wilson, Superior D. O. Clark Mine; and Julian Choate, Hanna No. 4 Mine.

Winton Nos. 3 and 7½ Mine was ineligible to participate.

STATEMENT SHOWING NUMBER OF CALENDAR DAYS WORKED BY DEPARTMENTS OR MINES SINCE THE LAST LOST-TIME INJURY

FIGURES TO SEPTEMBER 30, 1940

	<i>Underground Employees Calendar Days</i>
Rock Springs No. 4	432
Rock Springs No. 8	222
Reliance No. 1	76
Reliance No. 7	199
Winton No. 1	63
Winton No. 3 Seam	236
Winton No. 7½ Seam	26
Superior "C"	167
Superior "D"	404
Superior D. O. Clark	105
Hanna No. 4	130
	<i>Outside Employees Calendar Days</i>
Rock Springs No. 4 Tipple	3,625
Rock Springs No. 8 Tipple	2,205
Reliance Tipple	411
Winton Tipple	3,825
Superior "C" Tipple	831
Superior "D" Tipple	1,279
Superior D. O. Clark Tipple	978
Hanna No. 4 Tipple	1,053
	<i>General Outside Employees Calendar Days</i>
Rock Springs	2,937
Reliance	894
Winton	3,422
Superior	3,694
Hanna	1,797

September Injury

ANDREW BLAHOTA, *Hungarian, age 54, single, machine man, Section No. 4, Winton No. 7½ Mine.* Fracture of 4th and 5th toes, left foot.

The working place was a room going up the pitch. The face was about cleaned, there remaining only two or three cars of coal on the right side of the face. The mining machine had been pulled into place on the left side of the room. The left hand jack pipe was in proper position but the jack pipe on the right side was too near the center of the room and Andy released the friction, holding the rope going to this pipe in order to move it. As he did so, the cutter bar of the machine started to swing around to the right. It was apparent to Andy

that the cutter bar would hit the jack pipe and knock it out so he ran to the right to avoid the jack pipe but his foot was caught between the cutter bar and a safety prop which was near the center of the room.

Keep Your Name Off This List

THE FOLLOWING men, on account of their having sustained a lost-time injury during the period July 1 to September 30, 1940, will not be eligible to participate in the drawing for the grand prize, an automobile which will be awarded at the annual safety meeting at the close of the current year.

H. M. McComas, Reliance
Andy Blahota, Winton
Roman Larrabaster, Winton

Safety Council Lists Rules for Sane Winter Driving

FACED WITH the probability that fatal accidents on highways will increase by as much as 40 per cent during the winter months ahead, the National Safety Council recently issued a bulletin describing the hazards of winter driving and outlining methods of avoiding them.

Part of the information in the pamphlet was gleaned from more than 3,000 individual tests conducted by the winter driving hazards committee of the council. The tests were made on the frozen surface of Lake Cadillac, Cadillac, Mich., last February. Accident statistics and studies of winter driving conditions from more than a score of states supplied the other data incorporated in the bulletin.

Members of the committee cited slippery pavements and longer hours of darkness as the two major causes of increased accident rates in winter. Statistics showed that 50 per cent of the accidents, which occurred on snowy and icy roads, are caused by skidding. On dry roads skidding accounts for only 1 per cent of the accidents.

On the basis of these tests and other information collected, the committee issued a list of rules for safe winter driving. These follow:

1. Investigate road and weather conditions before starting trips. Postpone or interrupt trips when conditions are unfavorable.
2. Keep the load of the vehicle equalized as much as possible.
3. Keep the windshield and windows clear of outside snow and ice, and inside fog and frost. Lower side windows if necessary to maintain side vision.
4. Warm your motor before driving to avoid stalling in traffic.
5. When driving at night be particularly careful in the use of the "country" beam to avoid blinding approaching motorists. In fog and snow use the

(Please turn to page 489)

Sentinels of Safety Trophy Award At Scranton, Pa.

ON OCTOBER 12th the Sentinels of Safety trophy awarded by the Hercules Powder Company, with the assistance of the U. S. Bureau of Mines, was presented to the workers of the Olyphant Mine of The Hudson Coal Company, one of the leading anthracite mining operations in the State of Pennsylvania. President Eugene McAuliffe of The Union Pacific Coal Company, who made the presentation at the meeting held in the Olyphant high school auditorium, 2:00 P. M., Saturday, October 12th, said in part:

"I feel highly honored in being invited to appear before the employes and officials of the Olyphant Mine of The Hudson Coal Company, who so far led the Anthracite Mining Industry in Safety during the year 1939, as to win the Sentinels of Safety trophy awarded by the Hercules Powder Company.

"This is the second time that this beautiful bronze representation of a mother and her little child has been awarded to Hudson Coal Company men, the first award made to the men of the company's Stillwater Mine at Vandling, in 1933. I hope that some of the men who worked in that mine in 1933 are here today.

"The artist who conceived and executed this beautiful trophy, chose for his subject the most sacred relationship that exists within the human race, that of the mother to her child. It is a pity that more of us who are fathers do not accept our responsibilities toward our children in a somewhat deeper sense. Unfortunately we are prone to leave to the mothers too many of the duties that we jointly owe our children, and they suffer accordingly.

* * * * *

"How to bring about the greatest measure of safety in and about our mines is the compelling problem confronting the industry today. This will not come through the mandates of either a Federal or State Inspection law. The facts are, that all that is worth while in our American form of life, came not from sumptuary laws but from an honest, conscientious spirit of co-operation between employer and workers, the last mentioned the class who furnish the flesh and blood, and who with their families endure the suffering that follows every accident. It is out of sincere cooperation and a spirit of working together that betterment will come, and you must have much of that on The Hudson Coal Company properties or you would not be gathered here today.

"May I say a word as to the responsibility of leadership? From the very dawn of civilization some man, some class, has been compelled to take leadership. In the Old World political leadership was at one time a matter of in-

heritance. The world has seen some glorious political leaders, kings, queens, emperors. It has also had its full share of murderous rulers who claimed to be the anointed of God. Too often they received their power from Satan. The common man and woman, and their children, were to them merely chattels or serfs—creatures to work, to suffer and to pay taxes. Tragic as it is, there has been a recrudescence of that kind of thing going on in the Old World for the past few years. Freedom of soul and spirit has largely been extinguished in the Old World. After more than nineteen centuries of the teachings of Christ, much of Europe and Asia is again in another Dark Age.

"Here in America the common man has yet freedom of soul, the right to vote for his choice of leadership and to worship God as he elects, be he Roman Catholic, Eastern Orthodox Catholic, Protestant or Jew. He also has a full voice in the making of the laws that govern his affairs, and in establishing the conditions under which he works, including hours and rates of pay. There is yet opportunity in America for a workman to select his employer. May I say further, that there is a very definite obligation on the part of the workers to select for their leaders men who have vision and capacity for leadership, and who will continuously try to do the best for their constituents rather than to try to win higher office by creating strife. There are men in every walk of life who have depended on securing advancement, by creating for themselves a 'nuisance value.'

* * * * *

"I here and now wish to accord full credit to the engineers of the United States Bureau of Mines and our State Mine Inspection forces, for the splendid guidance and assistance given us in attaining an increased measure of safety—but the fact remains, that with a willing and conscientious management, such as I know ours was, and as I am equally sure you have in Mr. Cadwallader Evans, Jr., and his staff, the credit yet belongs to the men.

* * * * *

"Before concluding the task that was given me to perform here in the heart of the great Pennsylvania anthracite field, for an industry that had its beginning in the Lehigh region 120 years ago with a production of 365 long tons, I wish to express my thanks to your Vice President and General Manager, Mr. Cadwallader Evans, Jr., for asking me to appear before you gentlemen who, through your fine judgment and persistent skillful effort, have made this event possible. I also appreciate the great honor accorded me in appearing before the representa-

tives of the churches in which you worship God and I also think it a great privilege to appear before the representatives of your town government. When these gentlemen turn out to honor you they bring down honor on their own heads, for honest labor rests at the very root of all social progress. I know also that the mine management are keenly interested in Safety or else your record might not have been what it is.

"I also wish to say a word about our friend, Mr. Theodore Marvin, Editor of *The Explosives Engineer*, published by the Hercules Powder Company, the company that inaugurated the Sentinels of Safety trophy for the six great branches of the mining industry. A gentle, kindly and gracious gentleman, he, with his six little bronze mothers and their children, his company, and the United States Bureau of Mines that supervises the awards, are doing a splendid work, one of growing understanding and importance. Throughout the nation there are many men coming home daily from the mines and the quarries who owe their lives and limbs to this inspiring movement. Since the inception of this splendid work in 1925, no less than 77 separate presentations of the trophy have been made to 77 groups of men. Honest competition is the life of all progress and this competition is conducted along high lines. Mr. Marvin, we are all deeply indebted to you."

The second meeting of the day, in the form of a dinner given by The Hudson Coal Company to its "Safety Key Men," was held at the Scranton Club at 7:00 P. M.; some 65 operating officials who had been presented with the company's gold Safety Key emblem were present, together with a number of the company's operating officials and guests, Mr. Cadwallader Evans, Jr., acting as toastmaster. After dinner, those present indulged in a period of singing popular songs, a number of Welsh voices adding tone and volume to the impromptu concert, Mr. McAuliffe again addressing the meeting on how to obtain the maximum measure of mine safety; altogether the event was a most momentous one. At the conclusion of the meeting, eleven new winners of the Safety Key received the emblem which has, on The Hudson Coal Company property, become a real token of superior leadership in the work of reducing mine accidents.

Winter Driving Rules

(Continued from page 487)

passing beam. Watch for pedestrians. Drive at reduced speeds.

6. Use a high grade of sun glasses to prevent blindness due to snow glare.

7. Have your car checked for all exhaust leaks. Keep fresh air circulating so that you will not be poisoned by carbon monoxide.

8. Use hand signals every time you turn or stop. When traction is poor it is important to give those behind you plenty of warning of your intended maneuvers.

9. Keep a steady foot on the accelerator. Do not try to start, stop, or accelerate quickly. On slippery surfaces start in second gear.

10. Apply chains on snowy and icy roads.

11. Try to keep out of ruts in snow and ice. If you slip into them, reduce speed immediately, so that you can pull out safely or proceed without danger of upsetting.

12. Avoid slippery hills and steep grades if possible. If you must pass over them apply chains and drive in second gear. "Taking a run" for a slippery hill is a dangerous practice.

Schools

ACCORDING to the report of the Wyoming State Board of Equalization, year 1940, the largest share of the City and County Taxpayer's dollar goes to its schools. The City taxpayer's dollar will be expended 42.11 cents for schools, while that of the County toward the same cause will be 57.42 cents.

The Southwestern Wyoming Education Association met in Rock Springs October 3, 4, and 5. Many prominent speakers and educators were on the program during the session which was held at the Senior High School.

At the recent convention of Southwestern District of the Wyoming Education Association, held at Rock Springs, Carrie S. Sprowell, County Superintendent of Schools, was elected President; C. H. Thompson, Evanston, Vice President.

The enrollment at Wyoming University at the close of the first week in October was 2,089.

Effective at the close of the 1940-41 school year, Frank P. McCall, Superintendent of Schools for seven years past at Hanna, will sever his connection and remove to California, his intention being to work for a Doctor's degree along educational lines.

COMPLAINT LEGITIMATE

The recruits were being given clothes and kit at the barracks. They were then paraded on the square for the inspection by the sergeant.

Sergeant: "Any complaints?"

Recruit: "Yes."

Sergeant: "What is it?"

Recruit: "It's my trousers."

Sergeant: "What's the matter with them? I can't see anything wrong with them."

Recruit: "Perhaps you can't see anything wrong with them, but I can feel something wrong—they're chafing me under my arms."

Poems For November

FOR NOVEMBER we present two exquisite verses by Sara Teasdale, the American poetess whose work is known to all lovers of poetry. Our first selection:

"THE LONG HILL"

"I must have passed the crest a while ago
And now I am going down—
Strange to have crossed the crest and not to know,
But the brambles were always catching the hem
of my gown.

"All the morning I thought how proud I should be
To stand there straight as a queen,
Wrapped in the wind and the sun with the world
under me—
But the air was dull, there was little I could have
seen.

"It was nearly level along the beaten track
And the brambles caught in my gown—
But it's no use now to think of turning back,
The rest of the way will be only going down."

The second of Miss Teasdale's verses chosen is:

"EFFIGY OF A NUN"

"(Sixteenth Century)"

"Infinite gentleness, infinite irony
Are in this face with fast-sealed eyes,
And round this mouth that learned in loneliness
How useless their wisdom is to the wise.

"In her nun's habit carved, patiently, lovingly,
By one who knew the ways of womankind,
This woman's face still keeps, in its cold wistful
calm,
All of the subtle pride of her mind.

"These long patrician hands, clasping the crucifix,
Show she had weighed the world, her will was
set;
These pale curved lips of hers, holding their hid-
den smile
Once having made their choice, knew no regret.

"She was of those who hoard their own thoughts
carefully,
Feeling them far too dear to give away,
Content to look at life with the high, insolent
Air of an audience watching a play.

"If she was curious, if she was passionate
She must have told herself that love was great,
But that the lacking it might be as great a thing
If she held fast to it, challenging fate.

"She who so loved herself and her own warring
thoughts,

Watching their humorous, tragic rebound,
In her thick habit's fold, sleeping, sleeping,
Is she amused at dreams she has found?

"Infinite tenderness, infinite irony
Are hidden forever in her closed eyes,
Who must have learned too well in her long lone-
liness
How empty wisdom is, even to the wise."

In a lighter vein we have chosen a poem by Charles Edward Carryl, born in New York City, December 30, 1842, an officer and director in various railroads, who wrote many lively and diverting ballads. Mr. Carryl died in Boston in 1920. Our selection relates to that old friend of millions of boys and girls:

"ROBINSON CRUSOE'S STORY"

"The night was thick and hazy
When the 'Piccadilly Daisy'
Carried down the crew and captain in the sea;
And I think the water drowned 'em;
For they never, never found 'em
And I know they didn't come ashore with me.

"Oh! 'twas very sad and lonely
When I found myself the only
Population on this cultivated shore;
But I've made a little tavern
In a rocky little cavern,
And I sit and watch for people at the door.

"I spent no time in looking
For a girl to do my cooking,
As I'm quite a clever hand at making stews;
But I had that fellow Friday,
Just to keep the tavern tidy,
And to put a Sunday polish on my shoes.

"I have a little garden
That I'm cultivating lard in,
As the things I eat are rather tough and dry;
For I live on toasted lizards,
Prickly pears, and parrot gizzards,
And I'm really very fond of beetle-pie.

"The clothes I had were furry,
And it made me fret and worry
When I found the moths were eating off the hair;
And I had to scrape and sand 'em,
And I boiled 'em and I tanned 'em,
Till I got the fine morocco suit I wear.

"I sometimes seek diversion
In a family excursion
With the few domestic animals you see;
And we take along a carrot
As refreshment for the parrot,
And a little can of jungleberry tea.

"Then we gather as we travel,
Bits of moss and dirty gravel,
And we chip off little specimens of stone;
And we carry home as prizes
Funny bugs, of handy sizes,
Just to give the day a scientific tone.

"If the roads are wet and muddy
We remain at home and study,—
For the Goat is very clever at a sum,—
And the Dog, instead of fighting,
Studies ornamental writing,
While the Cat is taking lessons on the drum.

"We retire at eleven,
And we rise again at seven;
And I wish to call attention, as I close,
To the fact that all the scholars,
Are correct about their collars,
And particular in turning out their toes."

Coal Here, There, and Everywhere

A. F. Leckie, of the Leckie Coal Company, Columbus, Ohio, spent a month at his Wyoming ranch on the Big Sandy.

Over 2,000 West Virginia coal miners recently enrolled in the classes of Mining Extension Department of the School of Mines in the West Virginia University, these schools being conducted in various mining centers of the State, the classes jointly sponsored by the University and the State Department of Education.

There are 6,548 producing bituminous-coal mines in the United States, this figure excluding wagon and truck mines. Operations producing 500,000 tons or more annually number only 212. The largest operating company in the industry put out only about 3 per cent of the total output. Under the Bituminous Coal Act of 1937, there are over 13,000 bituminous-coal Code member producers.

Leonor Fresnel Loree died September 6th at his country estate, Bowood, N. J., age 82. At one time he was quite prominent in Anthracite affairs, having been President of the Delaware & Hudson Railroad for 31 years, as well as in later years having headed the Frisco, the Rock Island, M. K. & T., B. & O., and other lines.

The Hudson Coal Company, Scranton, Pennsylvania, on August 31st shipped a solid train of 70 cars of Anthracite to its distributors at Portland, Maine, this comprising the largest single shipment of hard coal ever received in Maine.

The Federal Power Commission has before it a petition for a natural-gas pipe line from the Texas Panhandle to Philadelphia, New Jersey, and New York, estimated length 1,500 miles, to cost 80 million dollars. If granted, this will cut off some 35 to 40 million tons of coal per year, put 40 thousand miners out of work, stop 40 million dollars in mine

pay rolls, and do away with railroad freight revenues estimated to reach 75 millions of dollars. Should the line materialize, it will traverse some twelve states.

The annual meeting of the Southern Wyoming Coal Operators' Association, held at Salt Lake City, on September 5th, resulted in the election of

Thos. J. O'Brien (Salt Lake City), President
W. J. Thompson (Denver), Vice President
L. W. Mitchell (Cheyenne), Treasurer
Executive Committee

Thos. J. O'Brien
W. J. Thompson
John Lucas
A. B. Foulger

MINE NEARLY 3,000 YEARS OLD STILL IN PRODUCTION

Ore smelting methods of the ancient Phoenicians and Romans differed little from the methods used in modern Arizona smelting towns today as far as results were concerned, evidence obtained from the slag dumps of old Roman mines has shown.

Dr. E. P. Mathewson of the college of mines and engineering at the University of Arizona has a collection of ores and slags taken from some of the world's oldest known mines, showing that the ancients were extremely efficient in extracting metals from ore.

At Rio Tinto, Spain, a mine, worked by the Phoenicians about 1000 B. C. and taken over by the Romans about 30 B. C., is still in production, according to Dr. Mathewson, who recently visited in Spain. During the 400 years that they worked it, the Romans took out about 30,000,000 tons of ore. With their small adobe furnaces, operated by hand-powered goatskin bellows, the Romans smelted the ore near the mine. They took most of the metal from the ores, but left some matter, a metal sulphide, in the bottoms of the furnaces.—PONDER.

TWILIGHT

They said it was a work of joy
For her to toil from morn till night
With mop and cloth, with pail and
broom,
Her little house her lone delight.

Each day she cleaned and dusted there;
Each room was faintly sweet with
musk;
Then in old lace and rustling silks
She watched the stars peer through
the dusk.

For twilight was her cloak of dreams,
And lo! she was a princess fair,
As Love leaned to her withered lips
And set red roses in her hair.

Edgar Daniel Kramer.

Engineering Department

Outline of Discovery and Development of Coal Seams in Sweetwater and Carbon Counties, Wyoming

By C. E. SWANN

PART SIX

The Hanna Coal Basin and Its Development

ONE OF the first reports on the tertiary coal of the West, which includes the Hanna coal, was made about 1872 by James T. Hodge, geologist on Hayden's early survey. Referring to the Carbon measures, he states:

"The occurrence of coal in the Rocky Mountains was observed and reported on by most of the early explorers on the different routes they traversed across the continent. Little importance, however, was attached to these discoveries, and, as the coal beds were seen only in their outcrop, meager knowledge was acquired of their real character. It was understood that they belonged, not to the true coal formation, but either to the lower Tertiary or upper Cretaceous formations, and the coal was consequently classed among the lignites or brown coals, and generally considered to be far inferior in quality to the genuine coals of the Eastern and Middle states. As the country began to be settled, the scarcity of timber soon caused these deposits of fuel to be looked upon, and mines of coal to be opened and worked in Utah and in Colorado. The construction of the Union Pacific and Central Pacific Railroads created a still greater demand for fuel for the supply of their locomotives, and new mines were opened along the line of the former road in Wyoming Territory, which, with those worked on the eastern border of Utah, near the same road, supply both these long lines of road with all the coal they require. No mines have been found near the Central Pacific Railroad, either in Utah, Nevada, or California, so that this road is wholly dependent for fuel upon the coals brought to it from the Union Pacific. Though it is scarcely three years since these mines began to be developed, they have already produced large quantities of coal, and several among them have the appearance of thriving collieries, well furnished with powerful machinery for pumping and hoisting and all the appliances of first-class establishments."

The Hanna and Carbon basins lie in south-central

Wyoming, and are due to the existence of great basin-shaped depressions in the earth's crust that have been filled by layers of sandstone and shale interbedded with many layers of coal. Extensive coal-mining operations have long been in progress in these basins, and their coal-bearing areas are traversed by the main line of the Union Pacific Railroad, their great remaining reserves of coal being thus made readily available at such future times as they may be in greater demand. The two basins are really subdivisions of a single major downwarp of the granitic basement rocks of this region.

The coals of the "upper Laramie" division of the Tertiary Series extensively mined in the Hanna District, are somewhat inferior to the Cumberland and Rock Springs coals, though superior to much of the coal of Laramie age in northeastern Wyoming, eastern Montana, and northern Colorado. The coal mined at Carbon was rather dirty, but the much cleaner coal at Dana, a few miles west of the town of Hanna, proved so light that in the forced draft of the railroad locomotives a large part of it went out the smokestack, covering the cars with showers of sparks. After a short operating period, during which it suffered many disastrous fires, the railroad was forced to abandon the use of coal from this mine. Coal from the mines at Hanna is still extensively and satisfactorily used in the locomotives of the Union Pacific Railroad, although its tendency to spark limits its use as a railroad fuel in the grain-growing region.

The mines at Carbon were opened first in 1868, and the immediate cause for their abandonment in 1902 was the moving of the main line of the Union Pacific Railroad farther north to its present route through the town of Hanna, where the first Hanna mine was placed in operation during 1890. The mines at Dana, Carbon County, Wyoming, were opened early in 1889, and abandoned in 1891. Mines in the Hanna basin are still in operation, producing about 500,000 tons of coal annually, a large portion of which is used for railroad purposes. During 1906 the Hanna mines shipped three or four carloads of dust a week (including all that passed through a

3/8-inch screen) to brick manufacturers in the neighborhood of Omaha. This dust was mixed with the brick clay and was reported not only to aid in the proper burning of the brick, but to result in decreasing the weight of the finished product.

The geological section of the Hanna coal measures (see cut) shows a typical cross section across the center of the field of coal which has been extensively worked near the town of Hanna. The Hanna formation is about 7,000 feet thick in this area, and contains thirty coal seams more than 3 feet, besides numerous lenses of coal which could not be traced because of poor exposures. This cross section shows these seams as continuous across the basin from west to east, but according to our present knowledge, the No. 1 Seam is the only one containing workable coal all the way across. A series of seams on the east flank may represent the No. 2 Seam east outcrop, and a black shale ledge farther east may be the east outcrop of the No. 5 Seam, but considerably more research work will be necessary before the east outcrop of these coal seams can be positively identified.

The field is cut by a series of cross faults, of various displacements from the west to east side of basin, and the coal mined out by No. 3½ Mine lies between two such faults. This block was dropped down approximately 100 feet below the general level of the floor of the basin. The southern tip of another basin, which contains these same seams, outcrops about two and one-half miles northeast of Hanna No. 3 Mine workings. This basin appears to extend in a general northeasterly direction and to be an extension of the same geological folding which formed the area which has been mined at Hanna.

The upper seam which has been mined in the Hanna basin was worked by Hanna Mines Nos. 1, 3, and 3½, which worked out the northerly three quarters of the area—these mines now abandoned. A seam of coal located between the No. 1 and No. 2 Seams, known as the Peacock seam, is a seam of very good quality coal, free from ash, but has never been considered minable, being overlaid with a very poor roof stratum. Its name is derived from the beautiful colors of its facings, these colors being due to the anilines present, which gives it the appearance of a peacock's feathers.

HANNA NO. 1 MINE

This mine was opened during the spring of 1889, but did not begin regular production until the completion of the railroad spur track from Allen Junction in 1890. The mine was opened by driving slopes to the dip for a manway, main haulage, and air course from the west outcrop down to the floor of the basin, a distance of one mile, on rather light pitch, becoming almost level across the bottom of the basin, then rising abruptly up the east flank of the basin until a pitch of over 30 degrees was attained before reaching the surface. These slopes, as shown above, extended all the way across the basin

from west to east in a workable seam of coal. Haulage entries or levels were driven both north and south from the main slope, and were driven approximately on a strike line, which followed the general contour of the basin structure, unless interrupted by faults of considerable displacement through which it was necessary to drive rock tunnels to intersect the coal on the opposite side. Sometimes the coal seam was displaced upward and sometimes downward in the direction the mine was being developed. This mine consisted of two separate slope haulage systems, manways, and air-course installations. The east side hoist dropped the coal developed on the east flank of the basin to a landing at the low point in the structure where it was picked up by the main hoisting system located at the west entrance and hoisted to the preparation plant to be loaded into railroad cars for shipment. The working seam of coal varied from 15 to 30 feet of coal interlaced with small streaks of impurities which for the most part could be burned.

No. 1 Mine was a gaseous mine, and it was worked out by hand loading methods, with most of the coal shot off the solid. Open lights were used, with Safety lamps for fire bosses. In February, 1895, No. 1 Mine was closed temporarily on account of a mine fire. In April, 1895, during the shut-down period, the preparation plant at No. 1 Mine was burned down, making it necessary to build a temporary tippie to be able to operate the mine until a permanent preparation plant could be erected. Regular operation of the mine was resumed the latter part of April, 1895, and continued steadily until the morning of June 30, 1903, when it was overtaken by a major catastrophe in the form of a mine explosion which snuffed out the lives of 169 men. It was not until the following November that the 168th and last body was removed from the wreckage. The body of Joseph Cox, Pillar Foreman, in spite of herculean efforts, was never recovered. The mine became ready to resume operations early in 1904.

A second disastrous explosion occurred on March 28, 1908, as suddenly and unexpectedly as the first, with the loss of 18 men. The mine workings were badly wrecked and gas was exuding from the mine workings, placing in grave danger the lives of the rescue party. A second explosion occurred that evening, snuffing out the lives of forty-one additional members of the rescue crew. This explosion was the immediate cause for closing this mine permanently.

HANNA NO. 2 MINE

Hanna No. 2 Mine was opened on a seam 15 to 30 feet in thickness which was located 1,350 feet lower in the strata than the No. 1 coal seam. This mine was placed in the development stage about the same time as the No. 1 Mine, i. e., in the spring of 1889, but the operation of the mine was intermittent due to lack of business and other causes until the spring of 1905, when dewatering of the mine workings began in earnest. As the work progressed, heavy steel was laid on slopes and entries, and 42-

inch gauge mine cars having a capacity of 2.5 tons were installed, and the mine again resumed operations. From this time until April 20, 1934, this mine was continuously in operation, producing more than 6,000,000 tons of coal. During the period of heavy demand it produced 2,200 tons of coal daily. On June 9, 1922, the preparation plant, boiler house, and old power house were completely destroyed by fire and a large-capacity new tippie was constructed and placed in operation by November 13, 1922.

This mine, like No. 1 Mine, was operated under the room-and-pillar system, with rooms driven up the pitch and with coal shot off the solid. Owing to the heavy pitch and the desirability of undercutting the coal, the mining system was changed during 1912 to a panel system on which the rooms were driven on the strike, and electric mining machines and drills were installed. Prior to that time, electric haulage locomotives had been placed in service on the main haulage roads. Permissible powder and electric cap lamps were put in service as safety measures, because in the lower entries of this mine large amounts of explosive gas were given off, and the coal was subject to spontaneous combustion, with fires apt to break out at any time, day or night, which must be taken care of immediately. Permissible powder was substituted for black powder in the Hanna mines about 1912. This mine was worked out and abandoned April 20, 1934.

HANNA NO. 3 MINE

This mine was opened in the spring of 1905 and worked out a basin of coal in the No. 1 Seam similar to that operated at the No. 1 Mine on the same seam. The main slopes were driven down the west flank of the basin, continued across the basin and up the eastern slope to a surface outlet. Some of the entries driven along the strike started from the west side slope and extended around the basin, and intersected the same slope on the east flank of the basin. The coal seam at this mine was similar to the coal in No. 1 Mine. The mine was a large producer and was worked out and abandoned June 30, 1920.

HANNA NO. 3½ MINE

This mine, as previously stated, worked out a narrow strip of No. 1 Seam coal located between two large faults. The mine consisted of a panel slope system driven down the west rim of the basin and the coal on each side of the fault lines was won by driving strike rooms from the haulage slope over to the faults.

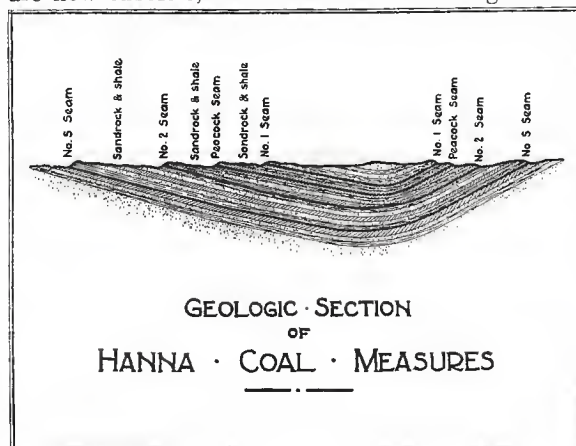
HANNA NO. 4 MINE

This mine, which is now the principal operation at Hanna, was opened in April, 1911, on the No. 2 Seam, north across a large fault from the No. 2 Mine workings, and was intended to replace the No. 2 Mine as it became worked out and abandoned. The mine was opened by driving a series of slopes down the west rim of the basin for a distance of 4,300 feet, at which point the cover was over 1,400 feet. Working a thick seam of coal at this depth with the mining conditions found in this locality became

a very hazardous occupation, and the slopes were not developed farther down the pitch. From the main slopes strike entries were turned off each side at about 800-foot intervals, and from these strike entries panel planes or slopes are so located and developed that strike rooms driven from same are enabled to work out the coal areas between a series of approximately parallel faults. At times these strike rooms were 1,000 feet long to reach the fault areas. Each one of these blocks constituted a miniature mine in itself. Some of the faults encountered in this mine displace the coal vertically as much as 300 feet, which makes the driving of long, expensive rock tunnels on each of the various strike entry haulageways necessary to connect up the several blocks of coal to be mined and delivered to the preparation plant at the surface.

The main haulageway at this time extends from the main hoisting slope a distance of about two miles to what is known as the North Slope, from which point a large area is under development, and this is the present producing area for the mine. The haulage for this coal is becoming increasingly expensive, and with the outside facilities rapidly becoming obsolete, it is planned to construct a new entrance to this mine about three miles to the north, and to install an entire new plant with modern equipment, during 1942.

It was in this mine that the first mechanical equipment for loading coal was installed in a mine of The Union Pacific Coal Company, and this was likewise the first installation west of the Mississippi River. Small Thew dirt-handling shovels were installed in 1916, as no mechanical coal-loading equipment had been perfected and placed on the market at that time. These shovels required a minimum height of 16 feet in which to operate, and this did not constitute much of a problem in a seam of coal 20 or more feet in height. The next development was the installation of 4-BU Joy loading machines to speed up pioneer development work, which was driven from 8 to 10 feet high, to be followed later with the Thew machines, which loaded out the remaining 10 to 15 feet of top coal. The Thew machines are now obsolete, and all coal is now being loaded



out in two benches by the use of modern Joy coal-loading machines. This mine is now 100 per cent mechanized. The mine is gaseous, but is well ventilated, and rock-dusted throughout. The general Safety standards of The Union Pacific Coal Company are being maintained at this mine, adding greatly to the safety of operation.

HANNA No. 5 MINE

This mine was opened in 1918 on a seam of coal 1,400 feet stratigraphically below the No. 2 Seam. The coal seam at this point, while large, had a soft shale band 2 to 4 feet thick near the center. This mine development did not proceed far until it was decided to abandon the project due to the serious cleaning problem involved, also due to the fact that large reserves of clean coal were still available in other localities.

HANNA No. 6 MINE

The unmined one-quarter of the No. 1 Seam south of the big upthrow fault has been diamond drilled during recent years, disclosing a seam of coal 28 feet thick, of which the lower 10 to 12 feet appears to be clean enough to be mined successfully, and Mine No. 6 was opened in September, 1929, to work this area, with manway and hoisting slope development extending down the west flank of the basin 1,760 feet. Air courses were driven and connected to the air shaft; three strike entries were under development, and temporary outside loading equipment with slope hoist, fan, etc., installed, when it was decided to increase the development of No. 4 Mine, confining the production to that mine.

Hanna coal is woody in structure, without cleavage planes, and of comparatively weak compressive strength, which makes the mining of the coal at depth very troublesome, due to bumps and spontaneous combustion, which conditions have been aggravated by the badly faulted condition of the strata, which in many cases were subjected to severe folding and horizontal strains. While the middle portion of each seam is comparatively free from sulphur, the upper bench in all cases contains free sulphur, which causes spontaneous combustion whenever this bench is broken.

When the Hanna mines were opened prior to 1912, the recognized good practice for mines operated by hand mining methods were employed and it is reasonable to assume from the thumb-nail description of mining operations at Hanna here presented that the change-over from hand mining methods to mechanical methods of mining was a simple transition, but this assumption is far from the truth. Mechanical mining in this field had to be learned from scratch by the management as well as by the miners, and with the general antipathy inherent in old-time coal miners against any radical change in the established system, the transition period was a painful, long-drawn-out procedure, but mechanical methods by 1940 are more or less taken for granted by the rising generation of miners.

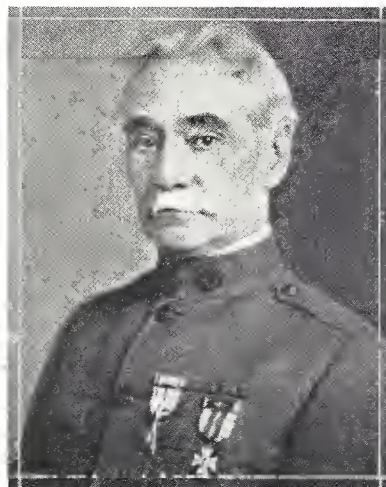
(Conclusion)

Death of Col. A. McD. Brooks

THERE DIED at his home, San Diego, California, on September 21st, Col. Alexander McDonald Brooks (familiarily known as "Don").

Following a 26-year service as Chief Purchasing Agent of the United States Reclamation Bureau at Denver, he retired in 1938 and moved to California.

He was a son of E. J. Brooks, Brigadier General commanding the Colorado National Guard, and a brother of the late Edward S. Brooks, former President of The Union Pacific Coal Co., and Chas. D. Brooks, a prominent insurance man of Denver, Colorado, who died in California several years since.



COLONEL ALEXANDER
MCDONALD BROOKS

Survivors are his wife, of San Diego, and four sisters, Mrs. Jack Harrison, Mrs. Margaret Dickson, Miss May Brooks, and Miss Madeleine Brooks, the latter all residing in Denver.

Mr. Brooks early enlisted in the old First Colorado Infantry Volunteers at the outset of the Spanish-American war. As a member of the unit named, the then Lieut. Brooks was in the shore forces which attacked Manila, and amongst the first 12 men who entered the walled city to raise the Stars and Stripes to advise the fleet under Admiral Dewey of the victory, other officers having successfully hauled down the Spanish flag.

"Bob" Baxter Passes

THERE DIED at Alameda, California, on August 7th, Robert W. ("Bob") Baxter. He started with the Union Pacific Railroad as telegraph operator, then Train Dispatcher, Trainmaster, Assistant Superintendent, Superintendent, General Superintendent, and General Manager, O. W. R. & N., at Portland. Later on he operated the railroad in Alaska for the United States Government. At various times he was stationed at Laramie, Cheyenne, Rawlins, Green River, Omaha, Portland, Seattle, etc. In 1869, shortly after the completion of the U. P., his father, Robert W. Baxter, was Roadmaster of the old 7th District, Wyoming Division. A sister, Mrs. J. C. Harrington, living at Alameda, is the sole survivor. The station a few miles east of Rock Springs was named after him.

Of Interest to Women

Choice Recipes

CREAM OF SPINACH AND CELERY SOUP.

- 1½ cups cooked spinach, chopped
- 1 cup diced cooked celery
- 1 tablespoon minced onion
- 3 tablespoons butter, melted
- 3 tablespoons flour
- ½ teaspoon salt
- ⅛ teaspoon nutmeg
- ⅛ teaspoon pepper
- 4 cups milk, scalded

Cook onion in butter until tender but not browned, and blend in flour. Add seasonings and milk and cook until thickened, stirring constantly. Add vegetables and reheat to serving temperature.

CREAM OF LETTUCE SOUP

- 1 medium head lettuce
- 1½ tablespoons butter
- 1 tablespoon minced onion
- ½ teaspoon salt
- Few grains pepper
- 2 tablespoons flour
- 1 cup meat stock, hot
- 2 cups milk, scalded

Shred lettuce finely and cook with onion and butter in a saucepan until the lettuce is wilted in appearance. Add seasonings, meat stock, and milk. Slowly add flour, which has been mixed to a smooth paste with a little cold water, stirring constantly. Heat to boiling point and serve.

PUREE OF POTATOES

Cook five potatoes and three stalks of celery cut into small pieces in one quart of chicken broth until tender. Rub all thru a sieve. Scald one pint of milk with a slice of onion, a blade of mace and a bit of bay leaf. Strain and add three tablespoons each of butter and flour rubbed together. Cook for five minutes. Combine mixtures and season to taste with salt, pepper and paprika.

CREAM OF CHICORY SOUP

- 1 head chicory
- 3 tablespoons butter
- 3 tablespoons flour
- 3 cups milk, scalded
- Grated rind of 1 lemon
- ¼ cup silvered toasted almonds
- ¼ teaspoon salt
- Dash of Cayenne

Wash chicory in several waters and cook in water clinging to leaves until barely tender. Drain and chop fine. Blend flour and melted butter and add seasonings and scalded milk, stirring constantly. Cook until thickened, add chicory and almonds, and

serve immediately. Garnish with whipped cream if desired.

BEEF GREENS SOUP

- 1 bunch beet greens
- 1 cup sour cream
- 1 teaspoon sugar
- 1 raw egg
- 1 teaspoon lemon juice
- ½ teaspoon salt

Wash and chop greens very fine. Cook briskly for twenty minutes in four cups hot water. Skim, as necessary. Add lemon, salt, and sugar, blending well. Beat egg until light and fluffy and add soup gradually. Add sour cream. Reheat to serving temperature and serve immediately.

CREAM OF ASPARAGUS

One quart stock or milk, fifteen stalks asparagus, one tablespoon butter, one tablespoon flour, ½ cup cream, salt, pepper, paprika. Cook the asparagus in stock or milk, saving the heads and cooking them separately to serve in the soup. When stalks are tender, press asparagus and liquid thru a sieve. Thicken with blended butter, flour and cream. Bring to boiling point, add heads and seasonings. Serve in cream soup plates.

Activities of Women

A UNITED States department of labor survey has proved it: Women spend more for their clothes than do men.

Miss Joyce Ann Rudolph of Gary, Ind., 10 year old Negro girl who hopes to be a speed typist when she grows up, can copy unfamiliar material at 60 words a minute. Her father, a doctor, taught her the touch typewriting system.

The distinction of being the first woman ever elected to the United States congress is held by Jeanette Rankin of Montana, who was elected to serve in the house of representatives. No longer in congress, she takes a prominent part today in peace-promoting activities.

The first woman senator was Mrs. Felton of Georgia. She was appointed in 1922 to fill out an unexpired term of thirty-six days. The only woman ever elected as a United States senator for a full term is Senator Hattie Caraway of Arkansas, now serving her second term.

Miss Caroline Strack has taught a Sunday school class in a Pueblo, Colo., Methodist church for thirty-nine consecutive years.

Our Young Women

Winter Style Trends

THIS SEASON marks a new era for American-designed clothes. New York is now the fashion capital of the world.

Original models of American-designed gowns, jackets, etc., were exhibited recently in New York by several of the leading houses and, as one writer puts it, "amazing to say, it is as rich in variety as it ever was when the Paris couture was going full blast." Your reviewer watched some twelve hundred costumes pass in the course of the week's pageant—emerged definite style trends.

While each house rigorously expressed its own individuality, collectively all rounded out the Winter picture in silhouette and colors.

This much is established on the evening side, full skirts are still swaying the formal mode. They will share fifty-fifty with the slim skirt in after-dark styles. Slender lines are reserved rather for dining than dancing. But even in siren dresses there is a flow of line. There is fullness at the front, or there is draping to give grace. Full skirts rustled from one end of the collections to the other in rich silks and satins, velvets and brocades. Nets and laces billowed and trained in gracious loveliness.

New York designers made lots of daring gowns for the Winter's parties. They slashed them to the knees and gave them peekaboo sections at the midriff. Bodices were entirely of lace, with black velvet brassiere, this to match the skirt. Net was set between bosom and waistline of formal velvet creations.

The quantities of jackets that accompanied all kinds of evening things showed that New York designers appreciate the smart woman's fondness for covering her bare neck in restaurants and in the theatre.

Charm of another day lingers in a delightful frock of black velvet, slim as a sheath and set off by a boxpleated hem ruffle of black moire. Similar treatment for yoke and short sleeves.

Very new is the use of lace on a new evening model. Black lace is used as a tunic bodice with long tight sleeves and soft rounded triangular points in the center front and on the sides of the black silk jersey skirt. The tunic, short in front, becomes a dripping-to-the-ground overskirt in black.

The soft suit continues to be choice of smart women. Of this season's vintage is a suit in soft woolen in a dull, deep, amethyst hue. It closes near

the neckline with a carved amethyst button and is worn with a rose-purple silk jersey blouse.

A new note in domestic fashions is struck by gauntlet cuff gloves of black suede or kidskin. The leather gauntlets are decorated in gilt kidskin motifs of a western note, featuring famous ranch names and brandings.

To the head of the class goes a schoolgirl frock. The top is a shirt-b blouse of fine wool checked in blue or red or white. The full swirling skirt is of plain woolen with strips of the checked fabric outlining the slanting pockets.

We imagine that you'll like a smart set consisting of bag and opera pump in burnished bronze kidskin. Ever so smart with brown, red, blue or black.

Becoming to most women is a tambourine sailor in sable brown felt, its upturned brim finely fringed. Thick gold cord that continues thru a slot and ends in big gilt tassels at one side.

The Personal Touch

WE HAD rather face it now than later! Rigorous dieting may cause what's whispered about as crepey throat! Invariably, at the end of a slimming session, there are a few bitter complaints about this feminine Achilles' heel. This time we don't want any such complaints.

If you take a few precautions you can emerge with a lovelier and younger looking throat. Here are the beauty aids . . . Every time you cream your face, be sure to cream and massage your throat. The habit of doing this night and morning will go a long way toward improving the line. The cream lubricates and wards off wrinkles and the gentle massage stimulates the circulation so that the tissues are better nourished. Finish by dashing cold water over the throat to tone the skin.

If you sleep on a high, hard pillow, you should do something about that, too! Take out part of the feathers so that it does not prop your head up. Or, learn to sleep without a pillow.

And whether your chin is single or double, smooth or wrinkled, and whether or not you are dieting, you need chin exercises! The average woman doesn't get enough exercise for the muscles of the throat. That's why there are so few truly beautiful throatlines. It's too bad, because a surprisingly small amount of exercise will do wonders, and

there is no part of the figure which deteriorates so rapidly when neglected, writes Ida Jean Kain.

The secret of your throat exercise is to slowly tense the muscles as the movements are performed and to slowly relax them afterwards. Merely turning the head swiftly from side to side will do little else than make you dizzy.

Tip the head back, open the mouth wide, then slowly close it while resisting strongly with the muscles of the lower jaw. Repeat three times.

Again tip the head back and slowly circle as if you were watching an airplane. Tense all the muscles of the throat as you circle the head away over to one side, then to the other. Perform three times.

Our Little Folks

An Older Mother Speaks

By Grace Noll Crowell

They come to me with questions in their eyes,

These mothers of small daughters and small sons,
They tell me of their longing to be wise

In rearing their own precious little ones.
And I who have lived longer, far, than they,

Who understand their seeking hearts so well,
Look backward through the long years that I may
Find something wise and beautiful to tell.

And always there is God. I speak of Him.

Without His help no mother's heart could bear
The anxious hours, the swift, bright days abrim

With grave responsibility and care.

And if I had no other word to give,
After the winding roadways I have trod,
This would be my message: While you live,
O dear young mothers, give your children God.

Correct Diet Is Great Aid to Teeth of Young

IN OBSERVATIONS of over 250 children, over a period of years, scientific investigators have observed that caries which has already passed beyond the tooth enamel and has invaded the dentin can be arrested in as short a period as ten weeks, and the caries judged as definitely inactive, when adequately protective diets are fed. The daily food components of one recommended diet call for:

One quart of milk per day.

One egg.

One ounce of butter.

One teaspoonful of cod liver oil, the year around.

Two vegetables, one being raw.

Fresh fruits.

In a recent review one physician says: "It seems necessary to recognize the importance of metabolic

factors in any explanation of dental disease. Of such factors the most important is the completeness of the diet in the various essentials for normal tissue building and function."

FREE BURIAL

An undertaker was admitted to membership of a select bowling club and was heartily welcomed by the president at a club dinner.

When responding to the address of welcome by the president, the undertaker was so full of gratitude that he offered to bury, free of charge, any deceased member of the club. Two Scotchmen immediately dropped dead.

News About All of Us

Rock Springs

John Coffey was confined to his home with illness for two weeks.

Mrs. Edward Brooks has returned from a visit with friends in Green River.

Mr. and Mrs. A. V. Elias were business visitors in Salt Lake City, Utah.

Mr. and Mrs. Robert McMillan and children have returned from a visit of two months in California. Mr. McMillan has again been given employment in No. 8 Mine.

Boyd L. Lewis has gone to Camp Murray, Washington, where he will serve as a member of the National Guard.

Edwin Dunn was on the sick list for one week.

Mr. and Mrs. William Matthew visited at the John Soltis home in Superior.

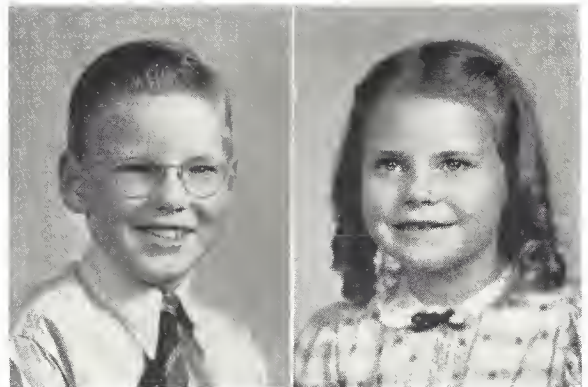
Mrs. Anna Hawkins, of Cheyenne, is visiting here with her parents, Mr. and Mrs. John Sorbie.

Mrs. T. H. Smith and small son are visiting with relatives in The Dalles, Oregon.

Mrs. Martin Kobler is a medical patient at the Wyoming General Hospital.

Mr. and Mrs. Jed Orme, Sr., and Mr. and Mrs. Harry Orme and son have returned from a visit to Salt Lake City, Utah.

Frank Ord and son, John, have returned from a successful deer hunt in the southern part of the state.



Bobby (10) and his sister, Carol (6), children of Raino J. Matson, Material Clerk, Rock Springs Mine Department, and Mrs. Matson, who live at 417 Powell Street, Rock Springs. Bobby is a student at Washington School, while Carol attends Lowell School, and is in the first grade.

Leroy Rennie is confined to his home with illness.

Mr. and Mrs. Henry Perner were business visitors in Salt Lake City, Utah.

Mr. and Mrs. Olinda Roccabruno have moved into the house recently vacated by William Matthews on Tenth Street.

Marko Percich is confined to the Wyoming General Hospital with an attack of pneumonia.

Mrs. Mary Williams is visiting relatives in Salt Lake City, Utah.

Norman Durnil was called to Missouri by the serious illness of his father.

Mrs. Nicholas Konzatti, Sr., of Superior, visited at the Joseph Kormus home.

Mrs. J. E. Elliott has returned to her home in San Diego, California, after having visited here with her mother, Mrs. Andrew Boyok.

Reliance

Mrs. Thomas Stewart was a patient in the Wyoming General Hospital during the month.

Mrs. H. Hurst and family left here to make their home in California.

Mrs. Guido Anselmi was seriously ill during the month in the Wyoming General Hospital, Rock Springs, but at this writing she is now home and well on the way to recovery.

Mr. and Mrs. Edwin Dunn have moved into the house recently vacated by the Rodney McLennan family, who now reside in Washington.

Mr. and Mrs. Carl Hughes are driving a new car.

Mrs. Walter Johnson and son, Charles, and Mrs. Wm. Sellers and daughter, Helene, visited in Evanston during the month with relatives.

Mr. and Mrs. Ginger Kovach and family are now residing in the house formerly occupied by Harry Faddis.

Mr. and Mrs. Chauncey Clark and family, of Pinedale, visited in Reliance with relatives and friends during the month.

Mrs. Nerry Nalivka is visiting in Superior with her parents, Mr. and Mrs. Crony.

Henry Nalivka left for Chicago to enter an electrical school there.

Thomas Lynn Stewart is now at home from the C. C. C. Camp in Saratoga. He is employed in Rock Springs.

Mrs. James Zelenka and Mrs. Mike Korogi were in Rochester, Minnesota, where they were in attendance upon Mr. Zelenka, who underwent an operation. They returned with the report of his improvement.

Winton

Mrs. Gerald Neal and little Carol Kalinowski are visiting with relatives in Michigan City, Indiana.

The Woman's Club held its monthly Social meeting in the Club House on the last Wednesday in September. Prizes for Bridge went to Mrs. Thos. Dodds and Mrs. Ann Thomas; for Five Hundred to Mrs. Robert Nesbit and Mrs. Ben Dona. Following the cards, a lovely luncheon was served by the hostesses in charge.

Bill Hanks, of Jackson, Wyoming, spent a week with relatives in Winton.

Mrs. Harold Morgan spent a week-end visiting with relatives in Hanna, Wyoming.

The Winton Girl Scouts, sponsored by Mrs. Thos. Dodds and Mrs. R. T. Wilson, entertained their mothers and Miss Lucille Skewes, of Minneapolis, Minnesota. Miss Skewes gave a very interesting talk on Scouting, and refreshments were served at the close of the evening.

The ladies of the Winton Altar Society served a turkey dinner at the Community Club Building on October 1st. A large number of people from Winton and surrounding communities attended. Musical entertainment was furnished by Mrs. Harry Lawrence, of Reliance, Wyoming, and the Betty Black School of Dancing furnished novelty dances. Following the dinner and entertainment, cards were played and prizes went to the following: Mrs. Ed. Prieshoff, Mrs. E. W. Naab, Mrs. K. Marceau, Mrs. Paul Yedinak, and Mrs. Pete Marinoff.

Mr. Frank Slaughter, of Red Lodge, Montana, visited with friends in Winton for a few days.

Mr. D. M. Jenkins, who was quite ill in the Hospital in Rock Springs, is convalescing at the home of his daughter, Mrs. Thomas Clark.

Mrs. Floyd Leesburg, of Montana, is a house guest of Mr. and Mrs. M. Finnan.

Bud Lollier and Wm. Learis, of Los Angeles, California, visited at the home of Mr. and Mrs. J. A. Williams.

Superior

Mrs. George Dozah, of Sheridan, visited at the home of Mr. and Mrs. Mickey Jablin during the month.

Bernard Edwards left recently for Baton Rouge, Louisiana, where he will attend Louisiana State University.

Mr. and Mrs. George Girard, of Casper, visited friends in Superior recently.

Mrs. A. Buchanan, of Salt Lake City, has been visiting at the homes of Mr. and Mrs. T. B. Miller and Mr. and Mrs. Frank Buchanan.

Archie Prevedel left recently for Omaha where he will attend Creighton University.

Harriet Haag is attending Westminster College in Salt Lake City, Utah.

Mrs. Cecil Fenn, of Kemmerer, visited recently at the home of her mother, Mrs. Julia Fabian.

Mr. and Mrs. Mario Franck, of Denver, have been visiting friends and relatives in Superior.



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SIEBERLING TIRES

PREST-O-LITE BATTERIES

Rock Springs

Mr. Harry Cottrell, of Superior, and Miss Elsie Baker, of Rock Springs, were married in Manila, Utah, September 14th. Their many friends extend congratulations and best wishes.

Mr. and Mrs. Archie Smith and daughter, Betty Jo, of Rawlins, spent a recent week-end in Superior visiting friends and relatives.

Miss Ruth Haueter has returned to Nampa, Idaho, where she will attend the Nazarene College again this year.

The American Legion held its annual meeting at the I. O. O. F. Lodge Hall and installed newly elected officers for the coming year. The Legion Auxiliary met in the Club House the same evening for installation of their officers. After the business meetings, dancing and lunch were enjoyed by the members.

Mr. and Mrs. William Barwick are the parents of a daughter born at the Wyoming General Hospital on September 29th.

Miss Betty Harris left recently for Minneapolis, Minnesota, where she became the bride of Mr. E. A. Aagard. They will make their home in Minneapolis.

Mr. Elman Morrow, of Kansas City, Missouri, was a recent Superior visitor.

Hanna

The Methodist Church celebrated the fiftieth anniversary of Methodism in Hanna on September 29th. Rev. Hardesty, new District Superintendent from Casper, spoke at the morning worship service, at which time there was a roll call of all members and a birthday offering. A relic show was held in the Community Hall in the afternoon, followed by a covered-dish dinner. At 7:30 in the evening eleven nurses from Bethel Hospital in Colorado sang at the church, bringing to a close a very full day, with large attendances at all services.

Joseph Wise, of Rock Springs, is employed as butcher in the Store Department in place of LeRoy Jones, who has secured employment in Burbank, California.

Mr. and Mrs. Roy Cummings had as their guests for a few days Mrs. Cummings' brother, J. W. Bliss, and wife and son, Ted, of Minot, North Dakota. Mr. Bliss is City Manager of Minot, and was enroute to attend a City Managers' meeting in Colorado Springs.

Young people who are attending the University of Wyoming this fall are Misses Beth Lee and Phyllis Milliken, John Lee, Clarence Lucas, Albert Dickinson, Dean Rider, and James Smith, who will act as assistant instructor in the

Chemistry Department while continuing his studies to secure his Master's Degree.

Mr. and Mrs. Alfred Cheesbrough and daughters, Miss Irene Cheesbrough and Mrs. John Penny, of Laramie, attended the anniversary celebration of the Methodist Church in Hanna.

Miss Jeane Briggs spent her vacation in Rock Springs.

Mr. and Mrs. Albert Gaskell are receiving congratulations on the arrival of a baby boy at the Hanna Hospital on October 1st. He will receive the name of Robert William.

Donald Tavelli and Robert Jackson accompanied their aunt and uncle, Mr. and Mrs. Vernon Scott, to the World Series and on a trip to Canada.

Mr. and Mrs. C. I. Klaseen, of Iona, Minnesota, visited here for a week with Mrs. M. Klaseen and family.

Robert Henningsen, oldest son of Mr. and Mrs. E. R. Henningsen, had the misfortune of breaking his leg playing football, and is confined to the hospital.

Mr. and Mrs. John While and two daughters motored here from Los Angeles, California, to visit relatives, being accompanied by Elaine Forbes, small daughter of former Elizabeth Rae, sister of Wm. Rae, of Hanna. Constance Kelly accompanied her aunt and uncle on their return, the trip being her graduation present.

Jack Sharrer returned to Houghton, Michigan, to resume his studies at the Michigan School of Mines.

Miss Ruth Walgren entertained at dinner on October 8th, her guests being her Home Economics teacher, Miss Rachel Frost, Mable Halseth, June Boam, Peggy Varvandakis,

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Rock Springs, Wyoming

Esther Compos, Norma Tikkanen, Elsie Tikkanen, and Grace Weese.

Herbert Morgan left for Denver to enlist in the Marines. He will go to San Diego, California, from there.

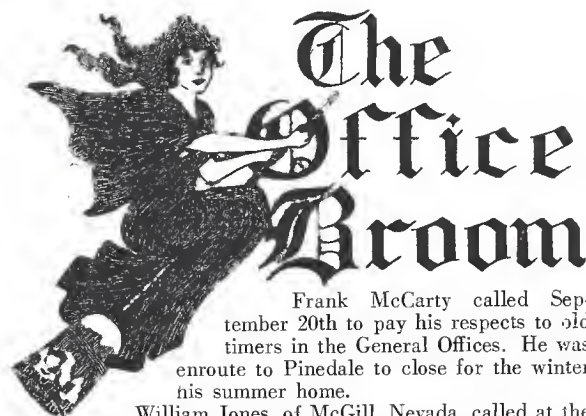
Mr. and Mrs. Ernest Matson entertained at a surprise family dinner honoring John Matson on his 69th birthday, on October 4th.

Mrs. S. M. Denton, of Denver, visited here for ten days with her parents, Mr. and Mrs. John Crawford.

Mrs. Joe Jones entertained at a birthday dinner honoring her mother, Mrs. Campbell, whose birthday was on October 8th, Joe Jones, whose birthday was October 4th, and Winifred Jones, whose birthday was October 1st.

The funeral of Mr. A. W. Ainsworth, who died in Rawlins on October 6th, was held in the Methodist Church on October 8th. Mr. Ainsworth, who was a pioneer in Wyoming, had been ill for a long time. He was born in Wisconsin July 11, 1856. He moved to Hanna from Saratoga in 1915, where he worked for The Union Pacific Coal Company for several years. He leaves to mourn his passing a sister, Mrs. Ella Benson, of Kansas City, Missouri, two daughters, Mrs. Mark Crawford, of Bakersfield, California, and Mrs. Joe Briggs, of Hanna, and three sons, Roy, of Los Angeles, George, of Saratoga, and Charles, of Hanna, eleven grandchildren and two great grandchildren.

The community was saddened again on October 9th, when Mrs. Chas. A. Mellor passed away at the Hanna Hospital after an illness of four weeks from a kidney ailment. Mrs. Mellor was born Jennie Lucille Nickerson on February 20, 1910, in Carroll, Nebraska. She came to Medicine Bow with her parents, Mr. and Mrs. D. A. Nickerson. She was married to Charles A. Mellor, of Hanna, on February 25, 1930. A baby boy was born to the Mellors on May 3, 1933, passing away when three days old. Funeral services were held at the Cathedral in Laramie on October 12th, with Father Kellam, of Hanna, officiating. The deceased leaves to mourn her passing her parents, Mr. and Mrs. D. A. Nickerson, two brothers, Don and Leo, of Laramie, her husband, Charles A. Mellor, of Hanna, besides other relatives and a host of friends.



Frank McCarty called September 20th to pay his respects to old timers in the General Offices. He was enroute to Pinedale to close for the winter his summer home.

William Jones, of McGill, Nevada, called at the General Offices late in September. He is a graduate of Colorado School of Mines, and met many former school-mates here, as well as old associates at the Power Plant. He is a son of Dave Jones, one of our early foremen.

Our "at one time" Sales Manager, Wm. S. McCune, and sister, of Omaha, were visitors at Rock Springs September 21st enroute back to the Nebraska metropolis after visiting relatives in Salt Lake City.

Major R. W. Pierce, who has acted for some years as Chief Clerk to Mr. McAuliffe in his Omaha office, was called into active service in the Military Intelligence Department, Seventh Corps Area, Omaha. Mr. Harold A. Johnson, who was in Mr. McAuliffe's office from 1929 to 1936, more recently employed in the office of President W. M. Jeffers, Omaha, succeeded Major Pierce on October 7th.

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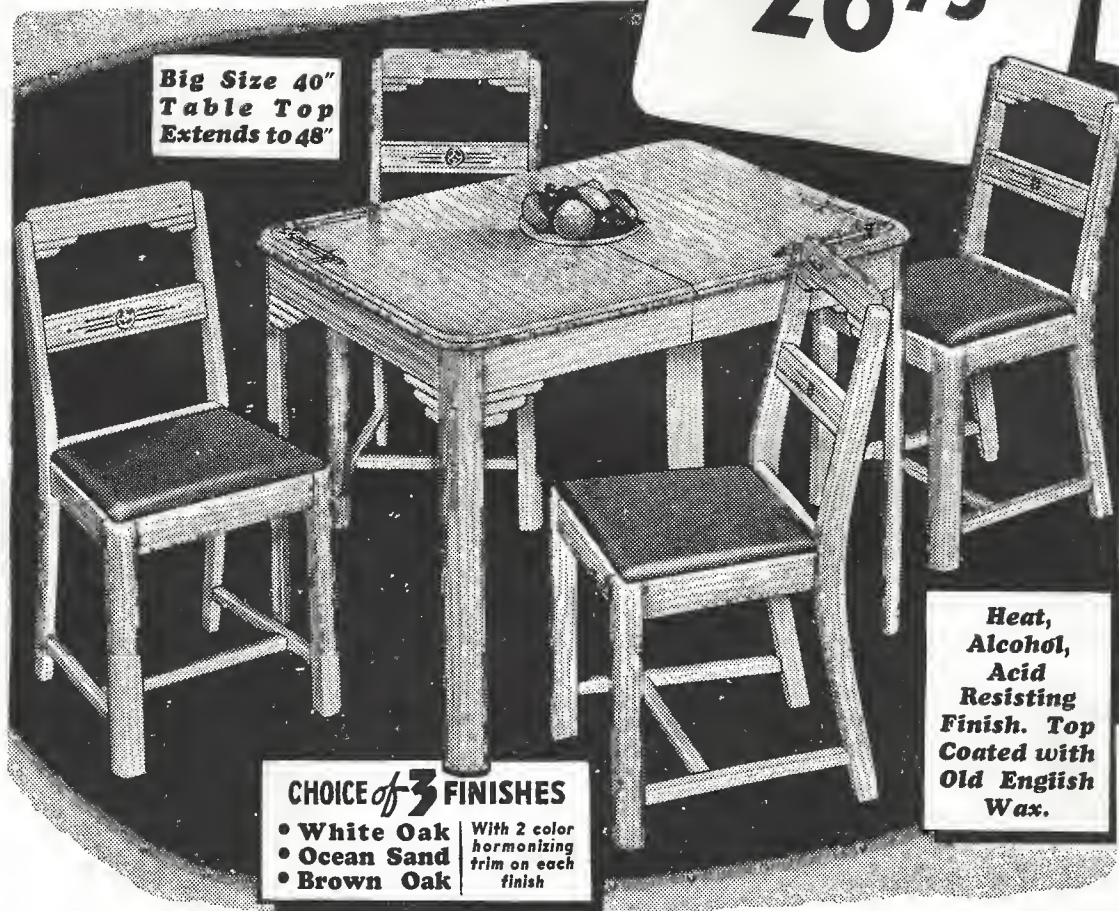
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